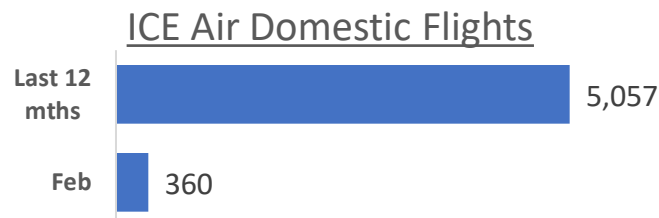
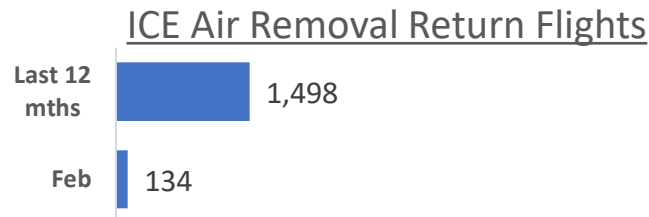
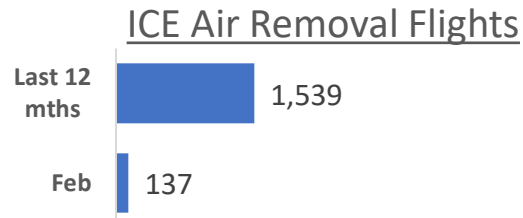
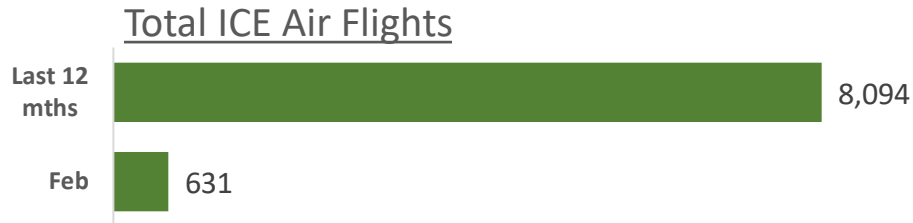


# ICE Air Flights

## February 2024 and Last 12 Months (including summaries 2020,2021,2022,2023)



- March 4, 2024  
Thomas H Cartwright



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**Thomas Cartwright**: MS Financial Theory, University of Illinois. Retired EVP JPMorgan (38 years) with focus in management, strategic planning and analysis and financial management. For 4 years post retirement Tom performed strategic consulting assignments for Financial Industry leading clients. In retirement, Tom has dedicated his time to world refugee advocacy in the field and in Washington D.C. His work includes hands-on volunteering in refugee camps in Greece, Poland, and our Southwest Border.

**S.C. : Senior Research Analyst: BS Sociology, University of Chicago. 25 years of experience in strategic and business analytics at a Fortune Top 50 Company.**

***From the Tornillo, TX and Homestead, FL Child Detention Centers to the Brownsville/Matamoros border, many have stood as witnesses in solidarity with the victims of these policies; to witness and report on the mass incarceration of innocent children and the practice of forcing asylum-seekers to wait in Mexico for their day in a tent court presided over by a remote judge on video, and to be faced with denial, without due process, of their legal rights to seek asylum and protection. To witness ICE Air fly those seeking protection from our country into danger and darkness, often in countries other than their own. Over 16,000 people follow Witness At The Border Facebook page and over 5,000 on Twitter.***

**<https://www.witnessattheborder.org> || FaceBook: Witness at the Border (formerly Witness:Tornillo) || Twitter:@WitnessBorder**

**Instagram: Witness At The Border**

## ICE AIR EXECUTIVE SUMMARY – FEBRUARY 2024

- *ICE AIR REMOVAL FLIGHTS INCREASE ABOUT 1 PER WEEKDAY TO 7.3 THE LAST HALF OF FEBRUARY (SEE PAGES 3,12). VENEZUELA FLIGHTS SUSPENDED: NO FLIGHTS IN FEBRUARY AFTER THE US THREATENED A RESUMPTION OF SOME SANCTIONS (SEE PAGE 5). MEXICO DEPORTATIONS PAUSED AFTER 9 FEBRUARY. MEXICO INTERNAL LONGITUDINAL FLIGHT DEPARTURES QUESTIONABLE BETWEEN 15 FEBRUARY AND 26 FEBRUARY (SEE PAGES 6,21). ICE AIR INCREASES DEPORTATIONS TO CENTRAL MEXICO TO 3 PER WEEK UNDER PRIM (PROCEDURE REPATRIATION – MEXICO) AFTER A 19 MONTH PAUSE (SEE PAGES 26,27).*
- REMOVAL FLIGHTS PER WEEKDAY (EX PRES. DAY) INCREASED FROM 6.2 TO 6.9, THE HIGHEST OVER THE LAST 12 MONTHS BESTING 6.7 IN AUGUST AND NOVEMBER. THE LAST 20 DAYS WERE ELEVATED AT 7.3 PER WEEKDAY. TOTAL FLIGHTS AT 32 PER WEEKDAY WERE UP JUST 2 FROM JANUARY AND JUST 1 OVER THE PRIOR 6-MONTH AVERAGE OF 31. (SEE PAGES 12,14).
- 631 TOTAL ICE AIR FLIGHTS IN FEBRUARY, DOWN 8 (1%) FROM THE PRIOR MONTH AND 37 (6%) BELOW THE PRIOR 6-MONTH AVERAGE OF 668 AND DOWN 54 (8%) FROM FEBRUARY 2023.
- 137 REMOVAL FLIGHTS IN FEBRUARY, UP 7 (5%) FROM THE PRIOR MONTH AND JUST 1 OVER THE PRIOR 6-MONTH AVERAGE OF 136, AND UP 10 (8%) OVER FEBRUARY 2023.
- 28,272 TOTAL ICE AIR FLIGHTS IN 2020-FEBRUARY 2024. SINCE INAUGURATION: 23,166 TOTAL FLIGHTS.
- 5,223 REMOVAL FLIGHTS IN 2020-FEBRUARY 2024. SINCE INAUGURATION: 4,156 REMOVAL FLIGHTS.
- LATERAL FLIGHTS WERE 24, DOWN 13 FROM JANUARY AT 37 AND CLOSE TO THE PRIOR 6-MONTH AVERAGE OF 27, BUT WELL BELOW FEBRUARY 2023 AT 49.

### **TRANSITION FROM T42 TO T8**

Removal flights, on a per weekday basis, were 6.9 in February, the highest over the last year, after the prior peak in August and November 2023 at 6.7. February at 6.9 was above the prior 6-month average of 6.3, and exited the last 20 days of the month at 7.3 per weekday. Total flights, however, after peaking at 37 in August 2023, have hovered in the range of 28 to 33 for the last 6 months.

Both removal flights and total flights per weekday were not unlike late-2021 and most of 2022 until the last half of February. It will be interesting to see if the last 20 days at 7.3 is indicative of a new sustained level of removal flights of 1 more per weekday day (pages 12,14).

The monthly progression of total flights per weekday from March 2023 through February 2024 is 33, 37, 32, 31, 28, 37, 33, 30, 28, 28, 30, and 32 respectively.

Prior to this month, removal flights had settled in between an average of 6- 6.5 flights per weekday. The monthly progression of removal flights per weekday from March 2023 through February 2024 is 6.3, 5.9, 4.8, 5.5, 5.0, 6.7, 6.0, 6.1, 6.7, 6.4, 6.2 and 6.9, respectively. The May low of 4.8 reflects the transition from T42 to T8 and the low level of 5.0 in July reflects the contract expiration one week pause (pages 12,14).

### **LAST 12 MONTHS**

Over the last 12 months, all under President Biden, there have been a likely 8,094 ICE Air flight legs as compared to 4,845 in 2020, a startling, unexpected, and disappointing increase of 3,249 (67%) over 2020 and up 1,970 (32%) over 2021 (pages 25,36,39,42).

Of these flights, 1,539 were removal flights, an increase of 530 (53%) over the 1,009 in 2020, and 490 (47%) over 2021.

Shuffle flights, including lateral flights and those just moving people in the US to and between detention/deportation centers, were 4,382 over the last 12 months, a staggering increase of 2,157 (97%) over the 2,225 in 2020, and up 723 (20%) over 2021.

**Total Flights** of 631 in February, utilizing 27 different planes operated by 6 different charter carriers (IAero aka Swift, World Atlantic, OMNI, GlobalX, Gryphon (ATS) and Eastern Express) were down 8 (1%) from January, and were below the prior 6 months average (668) by 37 (6%). Total flights were down by 54 (8%) from February 2023 driven primarily by lower lateral and domestic shuffle flights (page 25).

In January Border Patrol encounters (between ports) at the southern border were down meaningfully by 125,515 (50%) from 249,735 in December to 124,220 in January. It appears that February will be up modestly, perhaps to 140,000 – 145,000.

**Removal Flights** increased by 7 (5%) from 130 to 137 which was 10 (8%) over February 2023, and just 2 over the prior 6-month average (pages 26,27).

The Northern Triangle countries of Guatemala (58), Honduras (29), and El Salvador (12) continued at an elevated proportion of removal flights with 72% of all removal flights in February, down from 77% in January, but compared to only 57% in May 2023. Conversely, the proportion of removal flights to South America remained very low post-T42 at only 11%, less than 14% in January because of the suspension of flights to Venezuela. In February the percentage of flights to South America was just 1/3 of May 2023 at 32%.

We don't know February encounters, but based on December, encounters of people from Northern Triangle countries were 1.1x those of people from South America, while removal flights to Northern Triangle Countries were 6.6x those from South America.

*Strikingly, in January, the estimated number of people returned to Northern Triangle countries represented 32% of January encounters from those countries, unusually high because of the significant drop in encounters, with a more typical range of 20%-24%. To return the same percentage (currently estimated at 5%) of December encounters from South American countries would require about 75 more deportation*

*flights to South America, 34 more to Venezuela alone, even after the massive drop in encounters of Venezuelans in January from 57,851 to 11,595. Moreover, it would require those countries to accept over 8,200 more people.*

Of the increase in removal flights of 7, Mexico was up 9 (1 to 10), Guatemala was up 5 (53 to 58), Africa was up 2 (1 to 3), El Salvador up 1 (11 to 12), Colombia up 1 (6 to 7), Peru up 1 (2 to 3), and there was a flight to each Cairo and South Korea. Offsetting these increases were Honduras down 8 (37 to 29), Venezuela down 4 (4 to 0), Ecuador down 1 (5 to 4), and Haiti down 1 (1 to 0).

*Please see Country Detail Section below for more details*

**Lateral Flights** decreased from 37 in January to 24 in February, a decrease of 13 (35%), however in line with the prior 6-month average of 27 (page 17). Of the 24 laterals 13 were in the last 9 days of the month and only 5 operated in the first 10 days, perhaps providing an insight to a ramp up in encounters. 18 (75%) of the laterals originated in Tucson, with 4 originating in San Diego and 2 in El Paso. Laredo received 16 (67%) of the laterals and McAllen 8 (33%).

Laterals, both flights and buses, seem to be used now not just for decompression, but also for the related purpose of moving specific nationalities to specific locations to stage for deportation flights. Underscoring this hypothesis is that 39% of removal flights originated in the RGV (Harlingen/McAllen) in February despite only 4% of January encounters recorded in the RGV sector (page 16).

In addition to these lateral flights there are lateral buses into which there is no visibility, however we understand many buses were used for “decompression” as well, especially in the Del Rio and Tucson sectors, and some from Laredo for staging for deportations.

**Shuffle flights** of 307 decreased by 38 (11%) from January and were 49 (14%) below the prior 6-month average and 59 (16%) below February 2023. It is possible the decrease is related to the significant drop in encounters and reduced need to move people to and between interior detention centers.

People in detention increased 677 (2%) to 39,175 in February.

### **Country Detail**

**Venezuela** – *Flights were suspended all of February after flights paused the last week of January after 4 flights in January, down from 5 in December. The suspension followed an announcement by the US that some sanctions would be reinstated if Venezuela did not agree to allow candidates from the Unitary Party, including presidential candidates, to compete in this year’s elections. Initially Venezuela’s Vice President Rodriguez announced flights would stop on 13 February unless the ultimatum was withdrawn, however they were suspended immediately.*

*It was recently reported that the US continues to negotiate a restart of the deportations, although it seems to me the US has limited leverage unless it is willing to bend on fair and open elections, including the Presidential election, which seems to me a trade of principal not worth making for 4 flights a month deporting 500 people, unless the US is willing to give up the hard line stance against the Maduro Government.*

This stands as a stark reminder that repatriations require bilateral cooperation; they cannot be carried out unilaterally by the US Government without a willing receiving country. And to be clear, these flights are more about a deterrence impact of “it could happen” than actual removal.

ICE Air has been operating 1 flight a week departing probably 125 people, so 500 per month. Encounters of Venezuelans were 34,065 and 57,851, in December and January, respectively, before plummeting to 11,595 in January.

There has been a total of 15 deportation flights to Venezuela since they resumed 4 months ago in October departing an estimated 1,800 people, just 1% of the encounters for the 4 months of October – January of 144,368 (page 26).

Although 1,800 is a low number so far, to put it in perspective, ICE returns of Venezuelans in FY 2018-2023 were 336, 326, 193, 176, 176, and 834, respectively, most if not all through commercial flights, however it is not known if some of 2023 returns were actually to Mexico under Title 8, which seems possible.

However, even assuming 12 flights per month (the “several” per week the US first forecasted, even though Maduro indicated 1 per week), the monthly returns would still only represent about 4% of the average monthly encounters over the last 3 months, only 1/6<sup>th</sup> the typical return rate of Northern Triangle countries. *To have an equivalent return rate as Northern Triangle countries, even for January’s extremely low Venezuelan encounter level, would require Venezuela to accept 34 more flights PER MONTH, over 3,700 more people.*

Entries into the Darién of Venezuelans fell from 62,700 in August to 1/5 of that, to 11,505, in December, but increased in January to 21,940, 10x January 2023 at 2,337. Honduras reported that entries of Venezuelans increased from 16,387 in January to an estimated 25,600 in February, about 6x February 2023 at 4,462.

Venezuela considered all the flights under their “[Vuelta a la Patria](#)” (Return to the Homeland) program, at first touting their welcome back of those who they say were forced to leave by US policies against Venezuela. But curiously, since the 3<sup>rd</sup> flight there has been not a word mentioned by the Government of Venezuela State media about the flights.

**[Mexico](#)** flights under the PRIM (Procedure for the Repatriation to the Interior of Mexico) restarted with 1 [flight from San Antonio to El Paso to Morelia, Mexico](#) on 30 January. The January flight was the first PRIM flight since May 2022. **These flights continued in February with 10 flights: 4 to Morelia, 4 to Guadalajara and 2 to Mexico City** (pages 26,27). The pattern now is for a flight to Morelia on Tuesday and 1 each to Guadalajara and Mexico City on Thursday. **The first flight to Morelia included 120 people so if that continues for 12 flights per month then that would be 1,440 Mexican nationals repatriated per month, about 10% of the average monthly repatriations Mexico has reported over the last 6 months.**

PRIM was reactivated in [December 2019](#) , until it was paused again in May 2022. There were 46,648 Mexican nationals returned to Mexico on 447 flights. Returns by year from 2019 through 2022 were 134, 29,629, 15,134, and 1,751, respectively on flights of 1, 257, 172, and 17, respectively. On 24 January the Government of Mexico [issued a statement](#) about new emphasis on PRIM sites.

It should be noted that the flights above do not include the 143 flights between August and December 2021 that the US operated to Villahermosa and Tapachula to expel Hondurans and Guatemalans by air to southern Mexico, an abhorrent program effectively lasting 4 months.

**Guatemala** flights increased by 5 (9%) from 53 in January to 58 in February, the highest level in at least 38 months, just over 57 in November 2023. February at 58 was 7 (14%) over the prior 6-month average and up significantly by 22 (61%) over February 2023. Meaningfully, over the last 3 months flights totaled 161, 2x the same period a year ago at 80. (pages 26,37,40,43).

***ICE returned 6,972 Guatemalans by air in February, the highest month in at least the past 6 years and over the prior 6-year record of November 2023 at 6,814.***

Encounters of Guatemalans in January fell significantly by 15,089 (43%) from 35,350 to 20,261. Based on January encounters, returns in February represented 34% of encounters, almost double January at 18% because of the big drop in encounters with comparable flights. A more typical range has been 20%-24%.

In February, Mexico operated 5 deportation flights to Guatemala, down from 7 in January. Mexico returned 612 Guatemalans on the 5 flights, down from 920 in January, and another 1,872 by land at Tecún Úman, almost the same as in January (page 21). The combination of these 3 return pathways from Mexico and the US was 9,456 (26% by Mexico), compared to 7,824 (43% by Mexico) in February 2023, an increase of 1,632 (21%).

**Honduras** flights fell meaningfully by 8 (22%) from 37 in January to 29 in February, 12 (29%) below the prior 6-month average, but up by 7 (32%) over February 2023 (pages 26). The reduction in flights may be reflective of the dramatic decrease in encounters of Hondurans by 12,047 (58%) from 20,946 in December to 8,899 in January, the lowest level since October 2021.

ICE returned an estimated 2,155 Hondurans by air in February, down from 3,145 in January, and 591 (22%) below February 2023. Based on encounters in January, returns in February represented 24% of encounters, up from 15% because of the large drop in encounters in January, in spite of 8 fewer flights.

Mexico operated 3 deportation flights to Honduras in February, up 1 from January, returning 325 people in addition to 585 people by land, up from 75 in January. In February 2024 Mexico and the US returned about 3,065 Hondurans of which 30% were returned by Mexico, compared to 3,483 in January. Contrastingly, in February 2023 there were 6,270 Hondurans returned by Mexico and the US, 3,205 (51%) higher than February 2024, of which 56% were returned from Mexico.

**El Salvador** flights increased by 1 (9%) from 11 in January to 12 in February which was equal to the prior 6-month average and up 8 (200%) over February 2023 (page 26).

In January, encounters of Salvadorans dropped by 3,034 (47%) to 3,363, the lowest level since October 2021. The estimated number of Salvadorans returned of 1,200 represents 36% of January encounters, up from 17% last month because of the significant drop in encounters with comparable flights.

**Ecuador** flights decreased by 1 (20%) from 5 in January to 4 in February which was 2 (31%) below the prior 6-month average and a massive 24 (86%) below February 2023 (page 26). Flights per month for the 4 months prior to the end of T42 averaged 25 per month and have now averaged for the months after the end of T42 only 7 per month, even though encounters the 4 months prior to the end of T42 averaged 7,582 per month while the last 4 months have averaged 12,675.

It is very unclear to me why flights have decreased so much considering 2x encounter levels unless Ecuador is now more restrictive with deportation compared to T42 expulsion returns, or ICE is facing capacity/cost issues, or fewer Ecuadorians are being placed in expedited removal.

Based on [reporting in Ecuador](#) ICE returned 741 people through 22 February and Mexico returned 0. Estimated returns in February represented only 6% of encounters in January, up slightly from a 3.5% return rate in January, as encounters fell 9,397 (55%) from 17,235 to 7,838, the lowest level since June 2023 at 5,105.

**Peru** flights have been reasonably consistent over the past 6 months and increased 1 from 2 to 3 in February which was 1 below February 2023 and 1 (31%) below the prior 6-month average of (page 26). The increase is really just timing as the pattern is every other Thursday and that resulted in 3 this month.

After encounters of Peruvians being very consistent over 6 months, they dropped significantly by 4,007 (68%) in January from 5,907 to 1,900, the lowest level since October 2022. Returns in January are estimated at 19% of January encounters, up from a 4% return rate in January as encounters fell with 1 additional flight.

**Colombia** flights increased by 1 (17%) from 6 in December to 7 in February, the highest since 7 in August 2023. February was 2 over the prior 6-month average of 5 and a significant 15 (68%) below February 2023 (page 26). Flights per month for the 4 months prior to the end of T42 averaged 19 per month and have now averaged for the months after the end of T42 only 9 per month, even though encounters the 4 months prior to the end of T42 averaged 14,305 per month while the last 4 months have averaged 13,719.

In January encounters of Colombians fell dramatically by 11,290 (60%) from 18,689 to 7,399, the lowest level since July 2023 at 5,951. It is estimated that returns in February represented only about 11% of January encounters, up from 4% in January and down from around 19% in July. Like for Ecuador, these declines in return flights are difficult to explain unless Colombia is restricting deportations more than T42 expulsions, or it is a capacity issue, or fewer Colombians are being placed in expedited removal, or a combination.

**Dominican Republic** flights remained steady at 2 for the last 6 months which is the same as the prior 6-month average and the same as February 2023 (page 26). For the 18 months prior to March 2023 there were 2 flights per month and then flights were somewhat variable over the next 6 months ranging between 2 and 7 (record high) before returning to the historic 2 per month.

**Brazil** flights remained steady at 1 over the last 6 months, the same as the prior 6-month average and February 2023. (page 26). Encounters of Brazilians have been relatively consistent over the last 7 months ranging from 1,622 in January to 3,463 in August. Returns in February are estimated at about 7% of January encounters, almost 2x the typical range because of the drop in encounters.

**Cuba** on April 24, 2023, experienced the first return flights since December 2020, followed by 1 in each of the following 11 months including February (page 26). The pattern now is well-established for 1 flight per month, generally toward the last weeks of the month.



There have generally been fewer than 50 people on a flight [with only 51 on](#) the February flight and in fact the **Government of Cuba announced that [only 498 people have been returned on the 11 flights](#) (9 + January and February) since resumption, an average of only 45 people per flight.** It should be noted that of the 15,029 encounters of Cubans in January, only 1,575 Cubans crossed between SW border ports in January.

**[Haiti](#)** did not receive any flights in February, only the second time since December 2022 there was not a flight in the month (July's was delayed until 2 August). The change was not intended as there was a [flight scheduled for 29 February](#), but it was cancelled after a gun battle at the airport in Haiti resulted in a cancellation of all flights. It is unclear if it will be rescheduled in the coming week (pages 22,26).

Generally, there have only been less than 50 people returned per flight through the year, with an estimated 562 people returned since December 2022.

Over the last 12 months, [only 2,490 Haitians have been encountered between southern ports](#). The vast majority (estimating around 90%+) of encounters at ports of Haitians of 83,201 over the last 12 months have been related to T42 exemptions or CBP One appointments.

Since inauguration 291 flights have removed 27,309 Haitians, 1 in every 420 people in Haiti. Since the mass return beginning 19 September 2021, 25,210 Haitians have been returned on 254 flights.

**[Haiti to Nicaragua Flights Paused – Cuba to Nicaragua Curtailed](#)** made a massive difference in Haitians entering Honduras irregularly and a dramatic continuing change in Cubans entering Honduras irregularly.

In July 2023, there were 1,558 Haitians who entered Honduras irregularly, rocketing to 35,529 in October before receding to around 3,001 in December and an estimated 2,850 in February. In July 2023 there were 6,721 Cubans who entered Honduras irregularly, jumping to 17,513 in October before dropping to around 8,997 in December and 5,240 in January, but back up to an estimated 6,500 in February.

It [was reported](#) that since August there were over 260 flights from Haiti to Nicaragua with seats priced in the \$3,000 - \$5,000 range. Nicaragua has no visa restrictions and is reported to help these passengers transit to the border of Honduras for a northbound journey.

I observed over 150 flights in just the two weeks between 11 and 25 October, with about 10 each of the last two weekend days. On 30 October the [Miami Herald reported](#) that all these flights would be halted, which they were except for 2 trailing flights. There were a smaller number of flights per day from Cuba to Nicaragua, perhaps 2-4.

On 21 November, the [US State Department announced](#) new visa *restrictions* “against owners, executives, and/or senior officials of companies providing charter flights into Nicaragua designed for use primarily by irregular migrants to the United States.” **No flights from Haiti to Nicaragua have resumed and there appears to be only around 1 flight per day from Cuba to Nicaragua, most on the Venezuelan state airline Conviasa.**

**[Africa and Other Long Range Countries](#)** experienced 1 large jet route with 2 stops, 1 in Senegal and 1 in Egypt. There were also 4 small jet (about 14 passengers) routes with 5 stops, 1 each in South Korea, Bangladesh, Chad, Nigeria, and Nepal (pages 26,27).

**[Other Removal Destinations](#)** were Nicaragua (2), and Jamaica (1), both within generally normal patterns (page 26).

**Mexico Operated Removal** flights paused on 22 November after 10 deportations in November because of a lack of funding which was [announced 1 December](#). That pause lasted a month until 22 Dec when there was a deportation flight to Guatemala (page 21) and when a significant number of [longitudinal flights](#) from border cities in Mexico, most notably [Piedras Negras](#), were instituted.

These flights resumed the exact same day that [Mexico announced](#) that they invited Secretaries Blinken and Mayorkas to Mexico for talks on migration.

**Between 22 Dec and 31 December, I observed 22-30 longitudinal flights, and these continued through January at a pace of around 2 per day, many it seems from Monterrey (bus landing zone?) and Mexico City, with a few others from other northern cities. Curiously, I stopped seeing internal longitudinal flights around mid-February, until just a few at the end of the month around the time of the [tri-lateral meetings between the US, Mexico and Guatemala](#). They are very difficult to track\* so it could be some were missed, but it is odd I saw nothing at all. I have been told by some Mexican sources that GoM indicated to them these flights still take place but I am still suspect. It could be flights have just been replaced by bus movements, or something else.**

**Underscore a possible flight change is that all the Mexican deportation flights (8) in February took place before the 10<sup>th</sup> of February. My tracking of these flights is consistent with the reporting by the Governments of Guatemala and Honduras.**

**In February Mexico operated 8 deportation flights, down 1 from January, and up from 3 in December. Guatemala received 5 flights (down from 7) and Honduras 3 (up from 2), and there were no flights to Venezuela that I observed (page 21). February was consistent with October with 9 flights and November with 10 flights, however, significantly below the average of 27 per month the 12 months of April 2023 – March 2023. Mexico reinstated deportation flights to Venezuela with 2 flights, one departing on 29 December and another on the 30<sup>th</sup>, the day [Mexico announced](#) the flights. However, I observed no other deportation flights to Venezuela after those 2.**

*\*Magnicharters currently operates the GoM flights and they rarely file flight plans for internal Mexico GoM charters so they are not available in typical flight tracking sites. Flights can still be tracked through a system (ADB-S) that follows transponder pings as long as the system can triangulate a ping with 3 ground receivers concurrently. Mexico has sparse receiver coverage so in most areas the transponder pings cannot be triangulated by 3 receivers so the plane is basically invisible for tracking purposes. Most of the internal flights I tracked were via ADB-S and enough pings could be seen to estimate the tracking...until mid-February.*

## **FEBRUARY FLIGHT SUMMARY**

**In February, there were 631 likely ICE Air flights, down 8 (1%) from January, and down 54 (8%) from the same month of 2023. Removal flights of 137 were up 7 (5%) from January while domestic shuffle flights decreased by 38 (11%).**

- - 137 removal flights, with 134 return flights, to 18 different countries in Latin America, Africa, the Caribbean, Asia, and Eastern Europe.
- - 53 domestic flights connecting directly to removal flights.
- - 307 domestic shuffle flights between deportation locations.
- - 360 domestic flights (connections and shuffle flights).

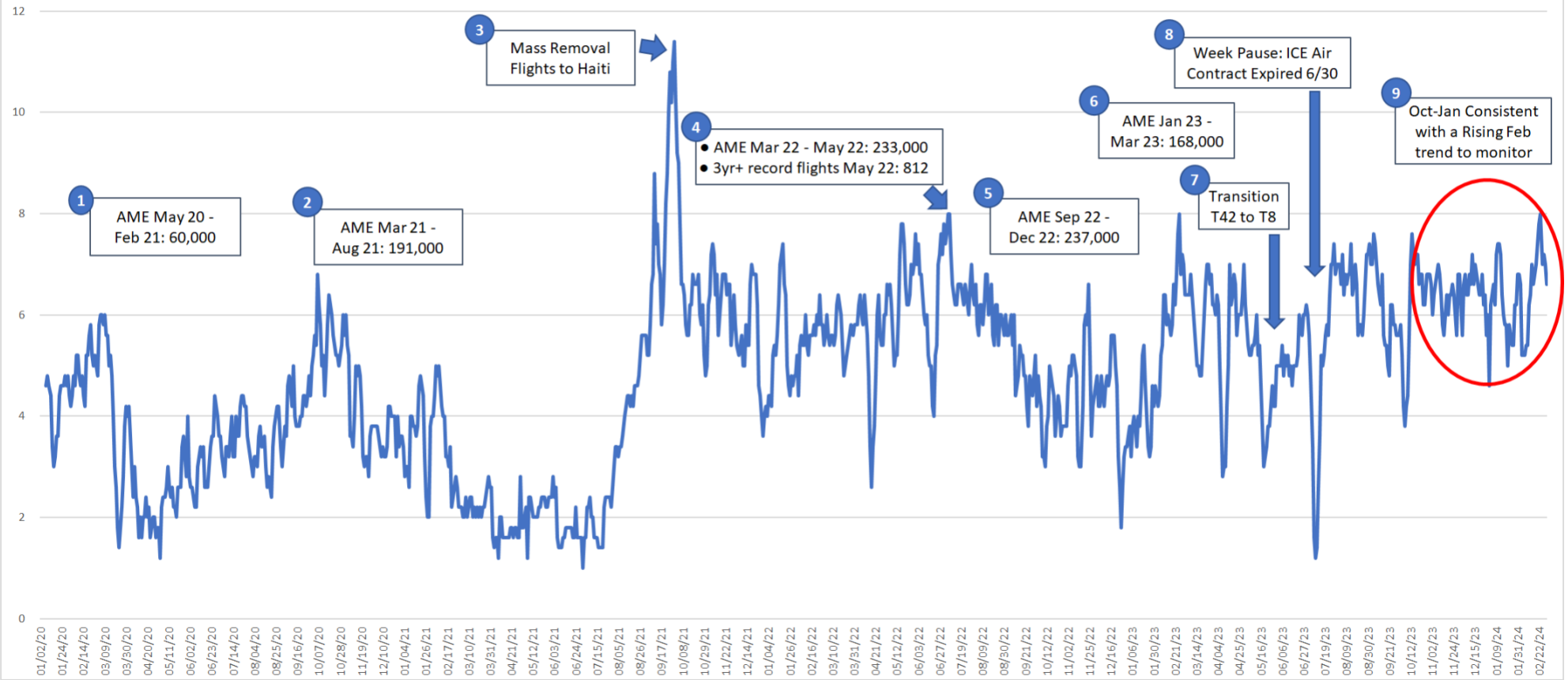
- - **Since President Biden's inauguration there have been 23,166 likely ICE Air flights** including 4,156 removal flights. Including just the 264 lateral flights before October 2021 and 50 for October - December 2022 as expulsion flights would yield 4,470 removal flights.

**Last 12 Months – 8,094 likely total flights**

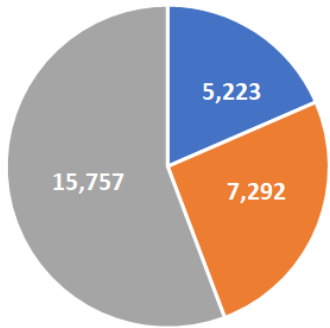
- - 1,539 removal flights, with 1,498 return flights, to at least 36 countries in Latin America, Europe, the Caribbean, Africa, Southeast Asia, Asia, India, Central Asia the Caucasus, and Eastern Europe.
- - 675 domestic flights connecting directly to removal flights.
- - 4,382 domestic shuffle flights between removal locations.
- - 5,057 domestic flights (connections and shuffle flights).
- - 46% of flights were return related (removal, return and connections) and 54% were domestic shuffle flights.

# Non-Holiday Weekday Removal Flights

AME = Average Monthly Encounters  
rolling daily 5 day average



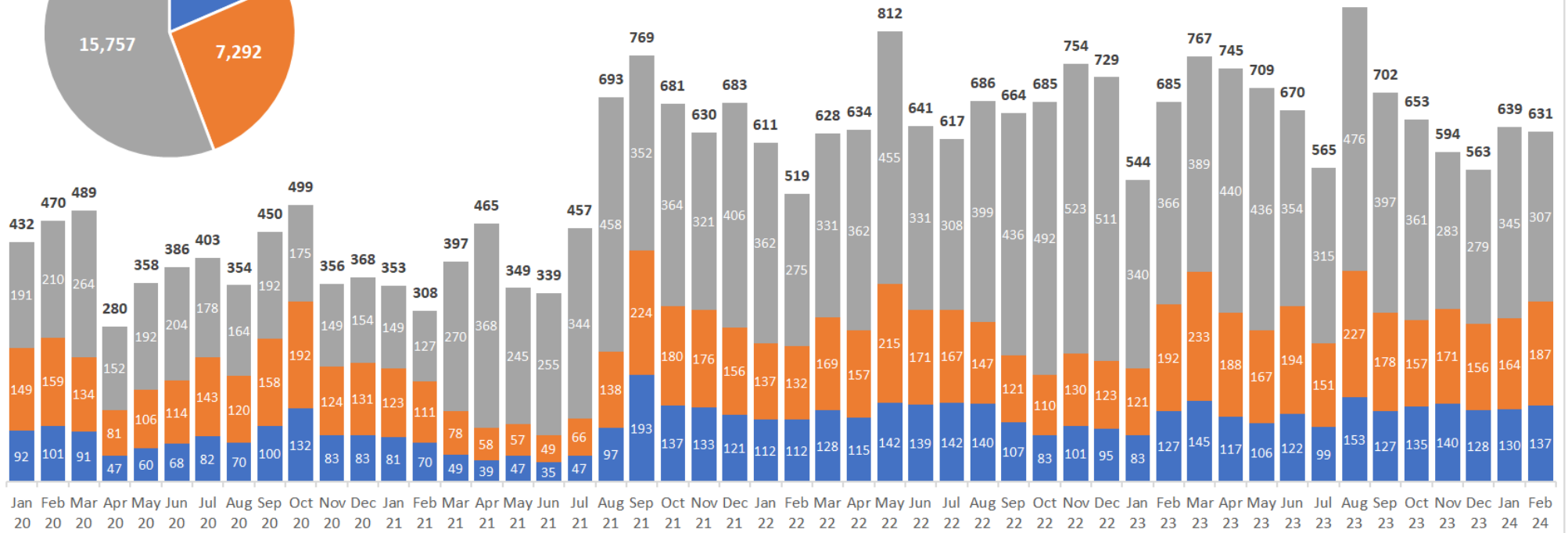
**Total 28,272**



### ICE Air Flights by Month

Jan 2020 - Feb 2024

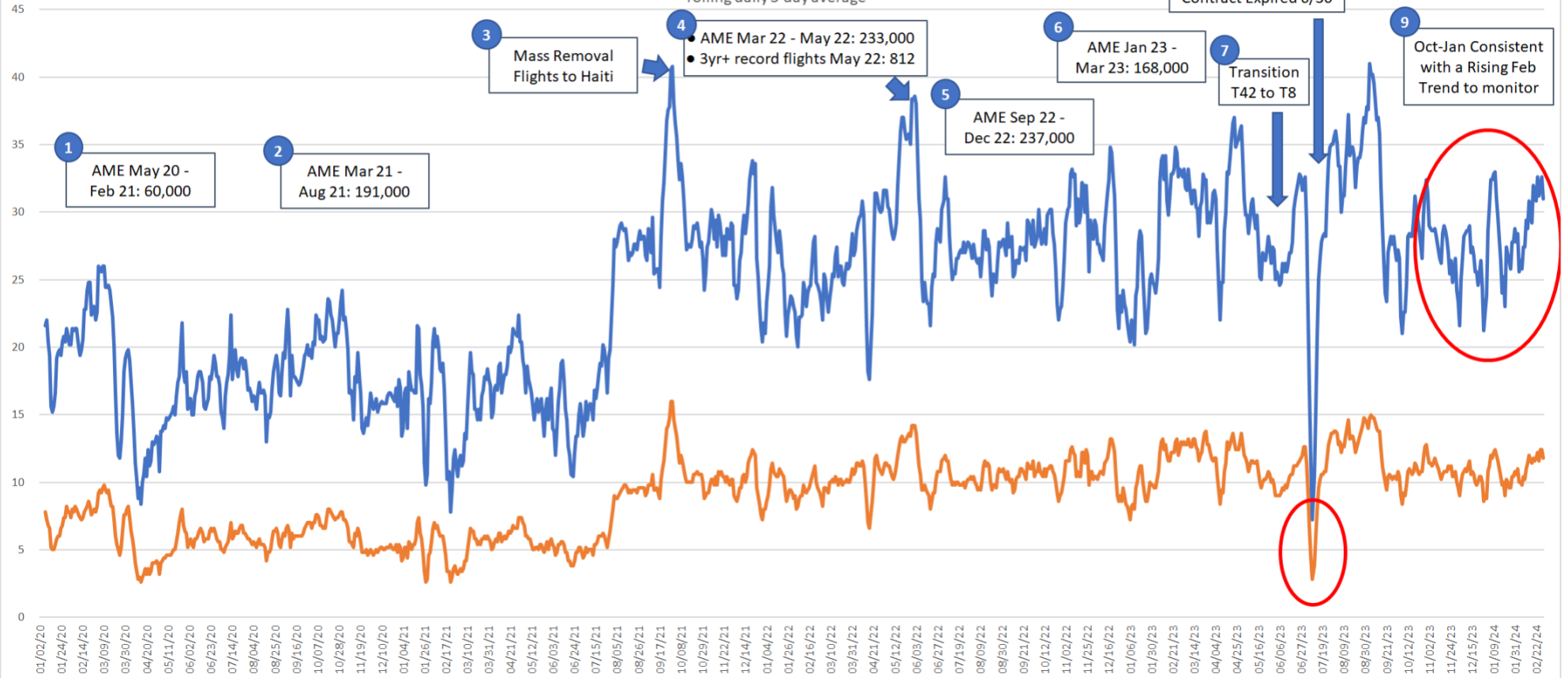
■ Removal    
 ■ Removal Related (Connections & Returns)    
 ■ Domestic Shuffle



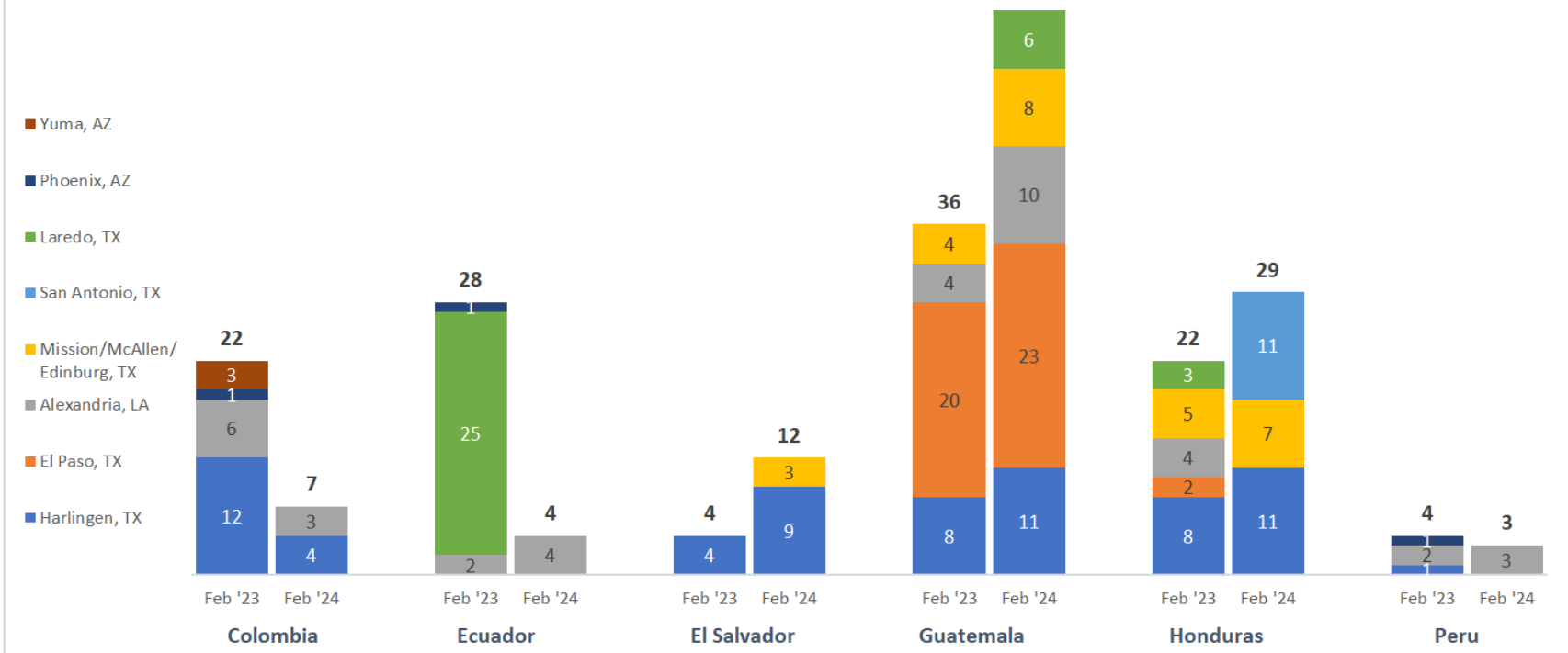
# Non-Holiday Weekday Flights and Planes per Day

AME = Average Monthly Encounters

— Total Flights — Unique Planes  
rolling daily 5 day average

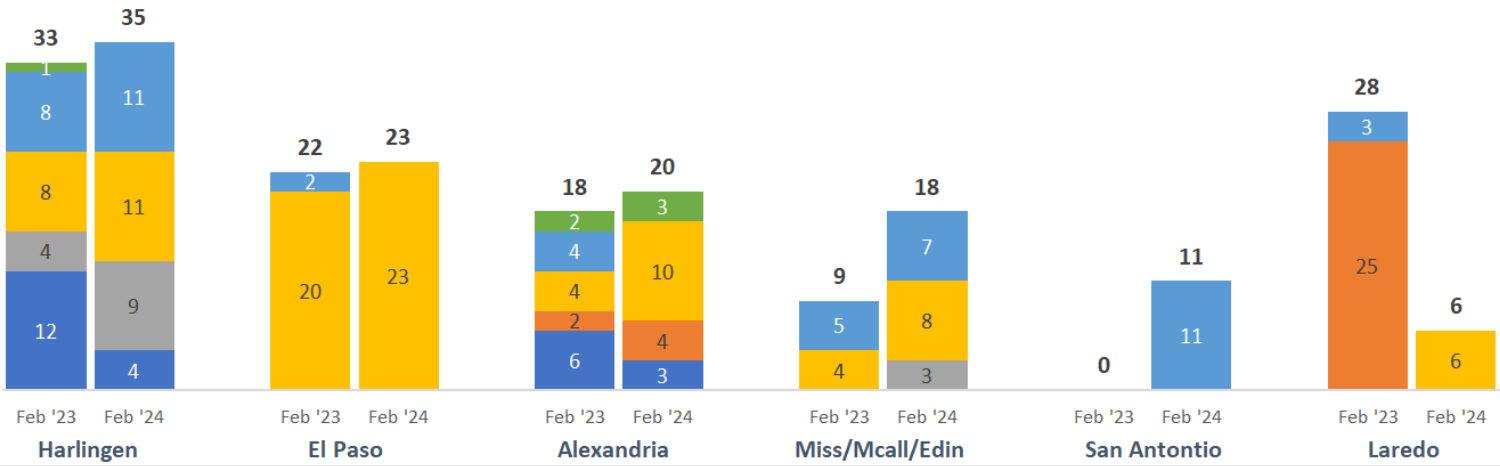


### Departure Cites for Select Removal Arrival Destinations Feb 2023 and 2024



### Removal Destination by Select Departure Cities Feb 2023 and 2024

- Peru
- Honduras
- Guatemala
- El Salvador
- Ecuador
- Colombia



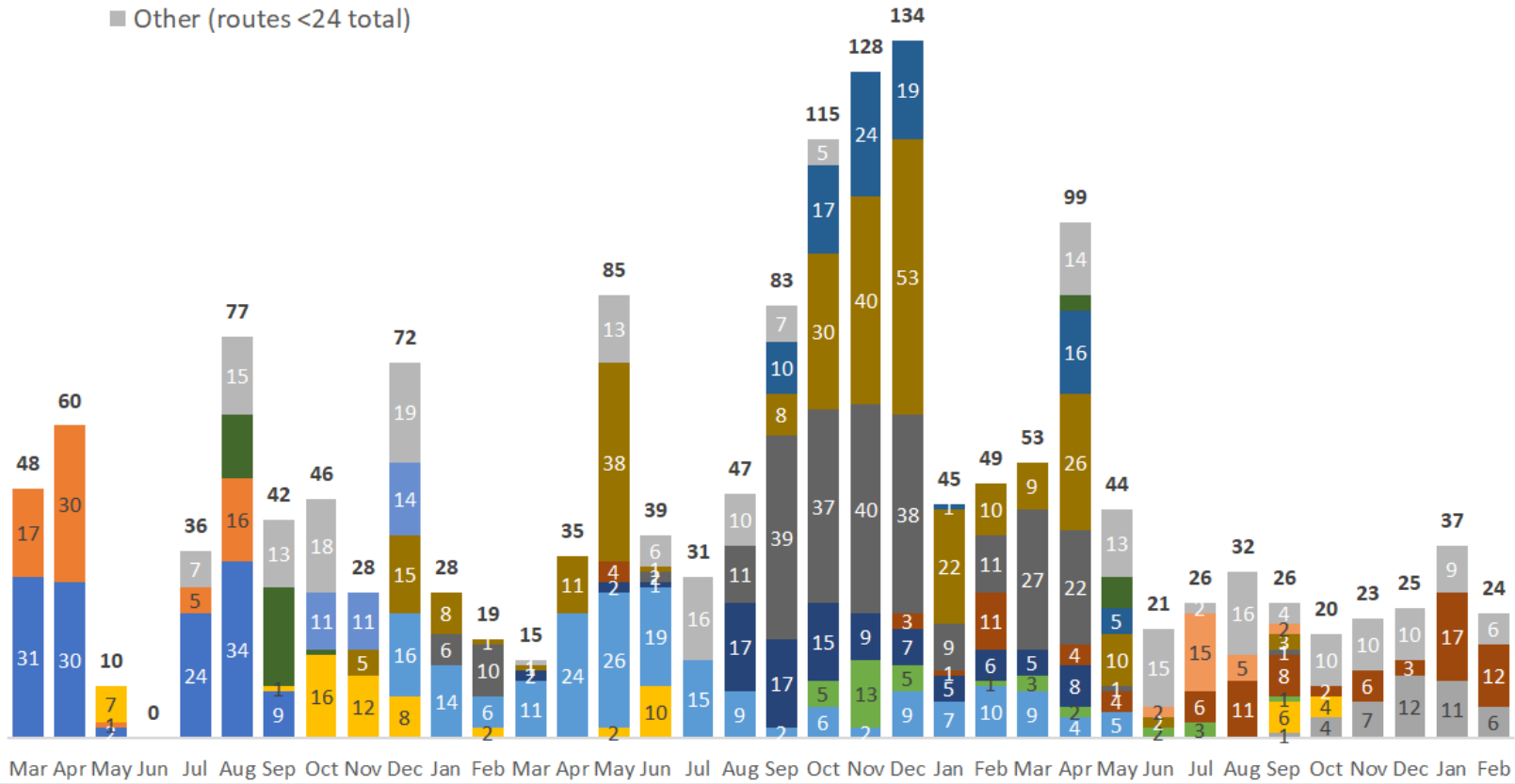
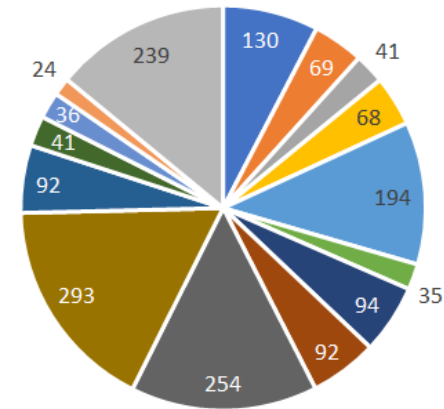


# Lateral Flights

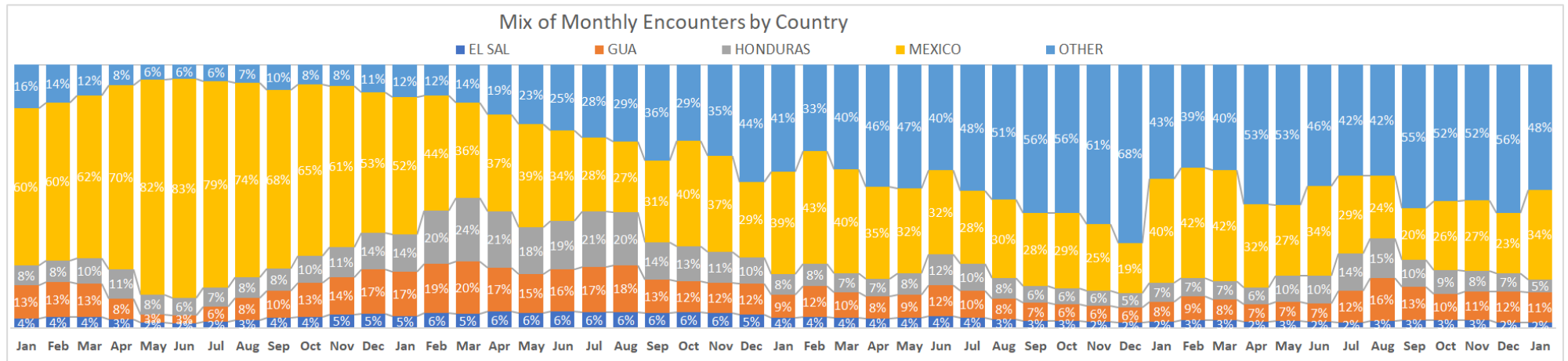
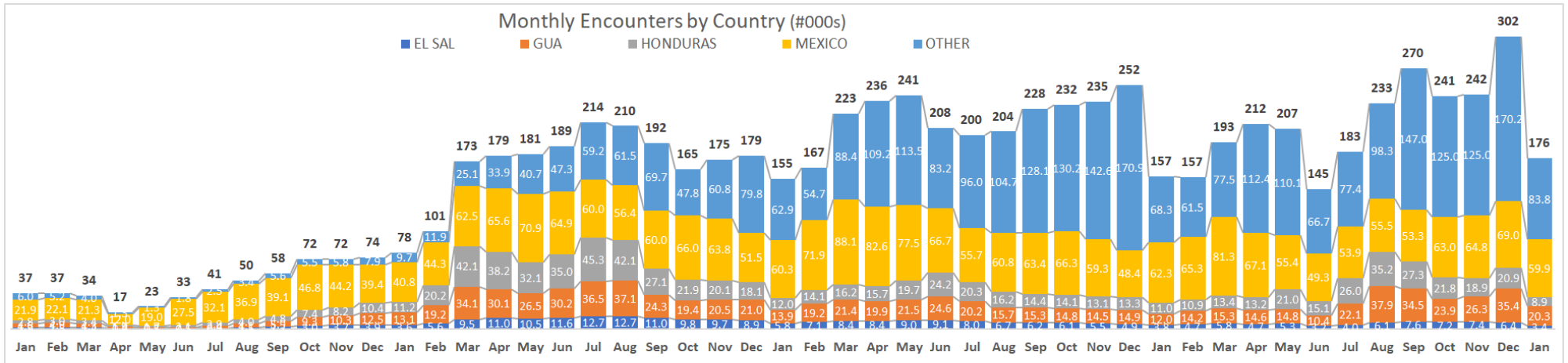
Started March 8th, 2021

Total 1,702

- Brownsville to El Paso
- Tuscon to McAllen, TX
- Yuma to Laredo
- Yuma to Harlingen, TX
- El Paso to Harlingen, TX
- El Paso to San Diego
- Harlingen, TX to El Paso
- Other (routes <24 total)
- Brownsville to San Diego
- Yuma to El Paso
- Tucson to Harlingen, TX
- Tucson to Laredo
- El Paso to Laredo
- Harlingen, TX to San Diego
- Tuscon to San Diego



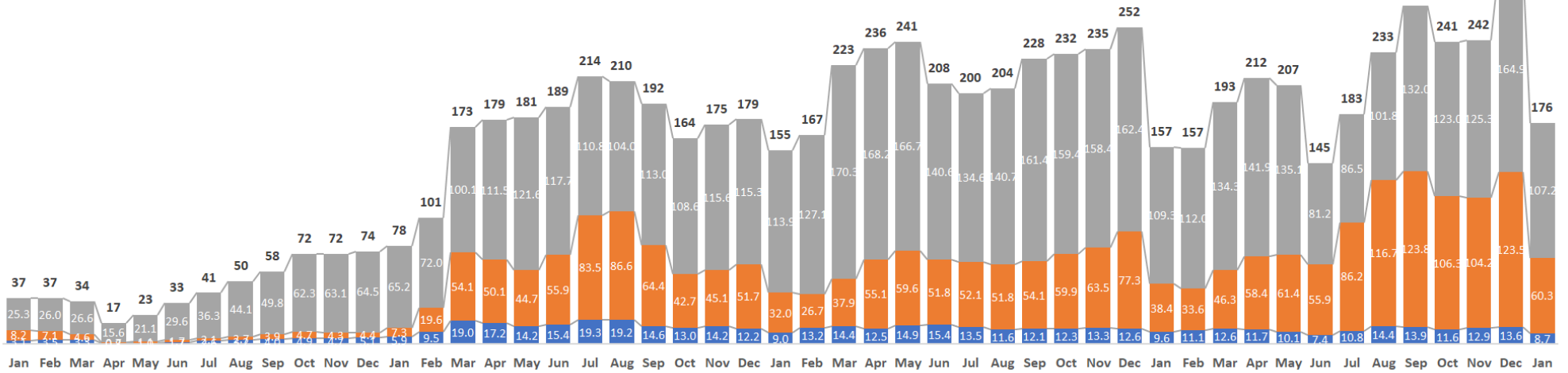
Excludes Return Legs



Customs and Border Patrol Encounters at the Southern Border.

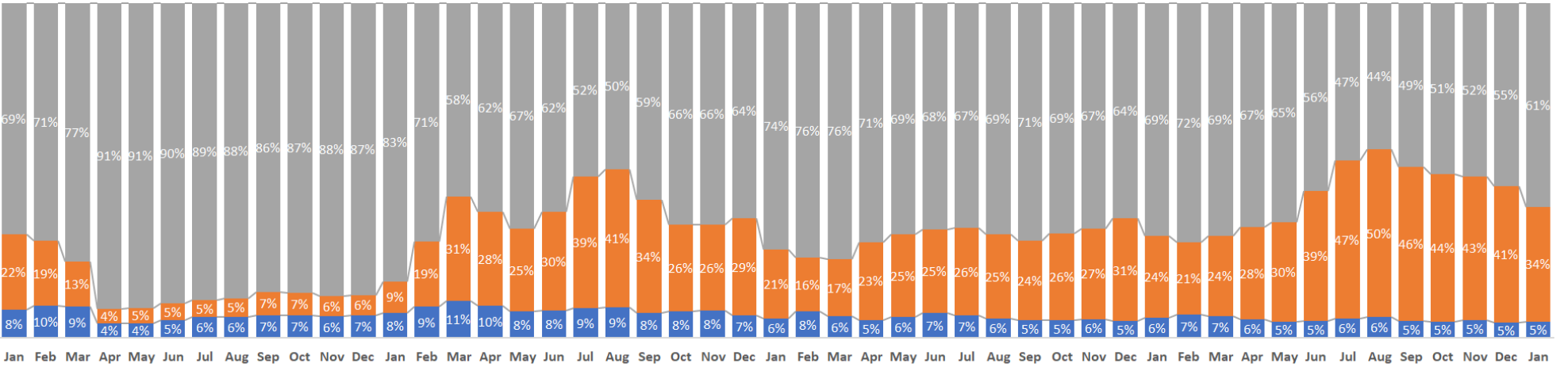
Monthly Encounters by Family Unit (#000s)

■ UC ■ FAMILY ■ SINGLE ADT



Mix of Monthly Encounters by Family Unit

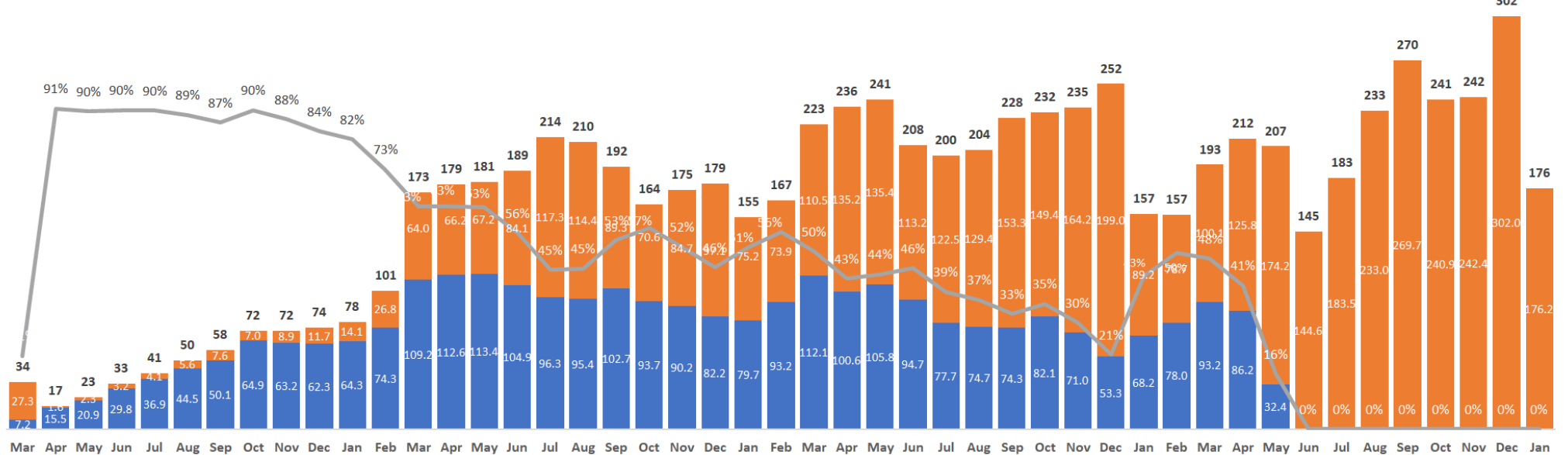
■ UC ■ FAMILY ■ SINGLE ADT



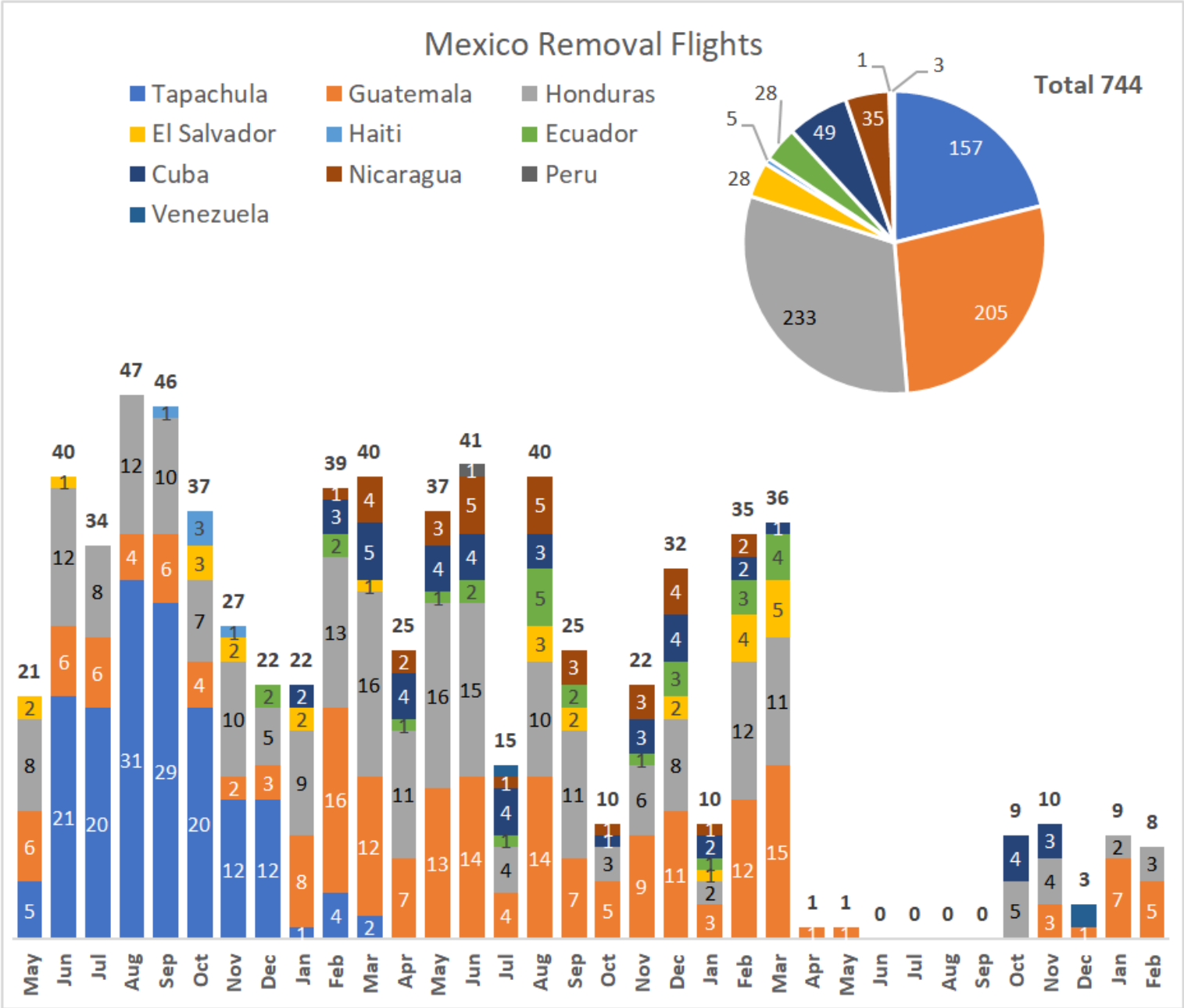
Customs and Border Patrol Encounters at the Southern Border.

### Total Encounters by Expulsion / Non-Expulsion (#000s)

Expelled (T42)      Not Expelled (T8)      % Expelled



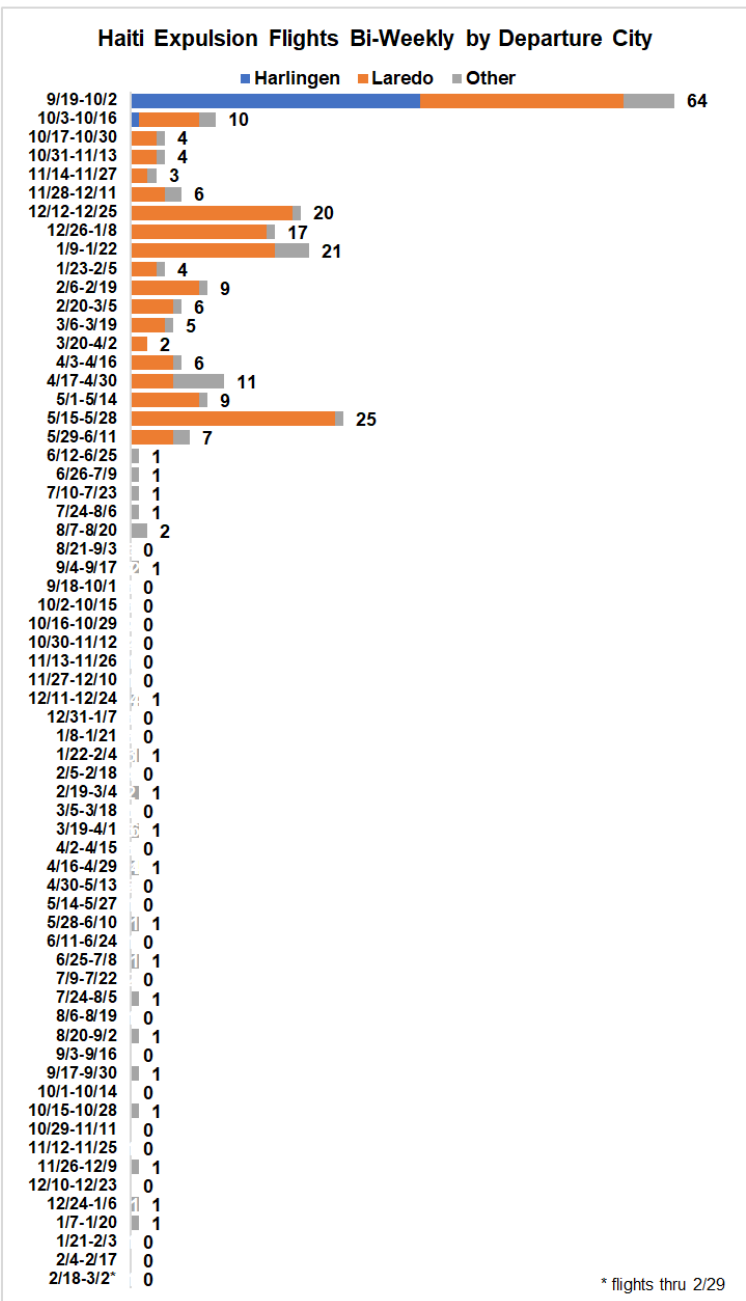
Customs and Border Patrol Encounters at the Southern Border.



In Oct 2022 Mexico changed contract air charter service from Magnicharters to Viva Aerobus  
 In January 2023 Viva Aerobus was replaced by Magnicharters.

# ICE Air Expulsion Flights to Haiti

Sept 19th 2021 through Feb 29th 2024



### Departure and Arrival Cities

#### Flights To

Flights From	Port-au-Prince, Haiti	Cap-Haitien, Haiti	Total	% of Total
Laredo, TX	148	16	164	65%
Harlingen/San Benito, TX	28	7	35	14%
Alexandria, LA	31	1	32	13%
Miami, FL	9	0	9	4%
San Antonio, TX	4	0	4	2%
Guantanamo Bay, Cuba	3	0	3	1%
El Paso, TX	3	0	3	1%
Santo Domingo, Dominican	2	0	2	1%
Brownsville, TX	0	2	2	1%
<b>Total</b>	<b>228</b>	<b>26</b>	<b>254</b>	<b>100%</b>
% of Total	90%	10%	100%	

### People Expelled (based on available average reported per plane since 9/19)

#### People To

People From	Port-au-Prince, Haiti	Cap-Haitien, Haiti	Total	% of Total
Laredo, TX	15,092	1,632	16,724	66%
Harlingen/San Benito, TX	2,855	714	3,569	14%
Alexandria, LA	2,634	102	2,736	11%
Miami, FL	753	0	753	3%
San Antonio, TX	408	0	408	2%
Guantanamo Bay, Cuba	306	0	306	1%
El Paso, TX	306	0	306	1%
Santo Domingo, Dominican	204	0	204	1%
Brownsville, TX	0	204	204	1%
<b>Total</b>	<b>22,559</b>	<b>2,651</b>	<b>25,210</b>	<b>100%</b>
% of Total	89%	11%	100%	

## TRACKING ICE AIR

ICE Air contracts with the airline broker Classic Air Charters. They in turn subcontracted the flights to World Atlantic (Caribbean Sun), Swift Air (nka iAero), GlobalX, Eastern Air, Kaiser, and OMNI. ICE Air also operates small jet charters through Gryphon Air. Historically, and currently, the vast majority of the flights are operated by World and IAero followed by GlobalX. Eastern Air, OMNI, and Kaiser operate flights rarely and Gryphon small jets are only used for long distance flights occasionally to Africa, the Pacific and Europe.

**All the flights of about 100 planes that are potential ICE Air carriers are monitored daily and decisioned as ICE Air flights or not, as well as about 15 airports that are high volume.**

**Deportation flights by the Government of Mexico are also documented using Magicharters and, for 3 months, Viva Aerobus.**

**ICE Air does not disclose information or data about their flights. Our information is based on securing all flight information from the publicly available FlightAware application and the ADB-S tracking system. I then filter the flights to the likely ICE Air removal and destination locations to identify the removal flights. To do this I use the knowledge and experience gained through tracking ICE Air for over 3 1/2 years and over 23,000 ICE Air flights legs. Any errors in our estimations we believe are small and certainly immaterial to the analysis that follows.**

**The domestic analysis is particularly complex in that all 7 potential carriers fly many more non- ICE Air charters domestically than internationally, so establishing business rules to filter to just ICE Air flights becomes much more dependent on understanding the specific planes in the fleets used for ICE Air, the locations of detention centers, regular ICE Air flight patterns, and knowledge of their common destinations. Any errors in our estimations we believe are small and certainly immaterial to the analysis that follows. In certain very limited cases, such as Cuba, our confidence was not high enough to determine regular flights from removals so we excluded 1Q 2020 all to be conservative. A pre/early COVID domestic flights comparison can be found in our [“ICE Air 1,677 flights while COVID rages.”](#)**

## OUT OF SCOPE

- **Our pre/early COVID removal detailed comparative analysis can be found in our [“ICE Air Removals: Has COVID -19 Changed Anything?” published May 7, 2020.](#)**
- **The number of detainees in total or on any flight.** ICE discloses none of these numbers and there is no reasonable way to estimate. In April 2019 Phil Neff from the University of Washington Center for Human Rights published a piece that did analyze passenger data secured through a FOIA request in *“Hidden in Plain Sight: ICE Air and the Machinery of Mass Removal.”* We understand that this piece may be updated and look forward to the analysis.

## FLIGHT CATEGORIZATION

We are using the term “removal” rather than “deportation” to reflect that, since T-42, people have been removed on ICE Air flights that have been subject to T-42 as well as deportation orders, often on the same plane.

We have categorized ICE Air flight legs into 4 categories as follows:

- - **Removal** – A flight from a domestic ICE Air location to an international removal destination. They do not include flights from a domestic location to a domestic location on the border where detainees could be deported by land from that point, such as a flight from Alexandria to Brownsville where deportees may be bussed to be deported at the Gateway Bridge. There is no way to determine that the specific flight is for removal or not. These flights are included in the domestic pool.
- - **Removal Return** – A flight subsequent to a removal flight that returns in one or more legs to the US. There are fewer removal returns than removals because in some instances there are multiple removal destinations. For example, a flight from Brownsville to El Salvador to Ecuador to Brownsville would include 2 removal destinations and 1 return.
- - **Removal Connection** – A flight leg that is entirely domestic and occurs earlier the same day as a removal flight for that same plane. For example, if a specific plane flies the route San Antonio to El Paso to Guatemala in the same day, then that would be 1 removal connection (San Antonio to El Paso) and 1 removal flight (El Paso to Guatemala).
- - **Shuffle** – A fully domestic flight that is not a removal connection. Essentially flights facilitating movement between domestic detention centers.
- **It should be noted that we report each removal location as a separate event, even if there are multiple removal countries on the same “route.”** For example, a plane making a removal stop in El Salvador and then travelling from there for a removal stop in Ecuador would be counted as 2 removals. We believe ICE Air would consider that a single “mission” to use their terms, although, like flights they will not confirm.



# Total ICE Air Flights YTD 2024 – Removal and Domestic

Flight Category	Rolling 12 months												Year To Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb					H/(L)	% H/(L)	Prior 6 mth Avg	Prior 6 mth Avg	H/(L) Prior Yr	% H/(L) Prior Yr
1 Removal	145	117	106	122	99	153	127	135	140	128	130	137	267	21%	1,539	19%	7	5%	2	1%	57	27%
2 Removal Connection Total Outbound	<u>87</u>	<u>72</u>	<u>65</u>	<u>77</u>	<u>53</u>	<u>78</u>	<u>51</u>	<u>37</u>	<u>34</u>	<u>31</u>	<u>37</u>	<u>53</u>	<u>90</u>	7%	<u>675</u>	8%	<u>16</u>	43%	<u>8</u>	19%	<u>(21)</u>	(19%)
3 Removal	232	189	171	199	152	231	178	172	174	159	167	190	357	28%	2,214	27%	23	14%	10	5%	36	11%
4 Removal Return	<u>146</u>	<u>116</u>	<u>102</u>	<u>117</u>	<u>98</u>	<u>149</u>	<u>127</u>	<u>120</u>	<u>137</u>	<u>125</u>	<u>127</u>	<u>134</u>	<u>261</u>	21%	<u>1,498</u>	19%	<u>7</u>	6%	<u>3</u>	2%	<u>59</u>	29%
5 Total Removal Related	378	305	273	316	250	380	305	292	311	284	294	324	618	49%	3,712	46%	30	10%	13	4%	95	18%
6 Domestic Shuffle	389	440	436	354	315	476	397	361	283	279	345	307	652	51%	4,382	54%	(38)	(11%)	(50)	(14%)	(54)	(8%)
7 Total Flights	<b>767</b>	<b>745</b>	<b>709</b>	<b>670</b>	<b>565</b>	<b>856</b>	<b>702</b>	<b>653</b>	<b>594</b>	<b>563</b>	<b>639</b>	<b>631</b>	<b>1,270</b>	<b>100%</b>	<b>8,094</b>	<b>100%</b>	<b>(8)</b>	<b>(1%)</b>	<b>(37)</b>	<b>(6%)</b>	<b>41</b>	<b>3%</b>
8 Total Domestic (Remove Connect + Shuffle)	<b>476</b>	<b>512</b>	<b>501</b>	<b>431</b>	<b>368</b>	<b>554</b>	<b>448</b>	<b>398</b>	<b>317</b>	<b>310</b>	<b>382</b>	<b>360</b>	<b>742</b>	<b>58%</b>	<b>5,057</b>	<b>62%</b>	<b>(22)</b>	<b>(6%)</b>	<b>(42)</b>	<b>(10%)</b>	<b>(75)</b>	<b>(9%)</b>
9 # Week Days (non-Holiday)	23	20	22	22	20	23	20	22	21	20	21	20	41		254		(1)	(5%)	(1)	(6%)	1	3%

## ICE Air Removal Destination Cities YTD 2024 (1 of 2)

	Removal Destination	Rolling 12 months												Year to		Last 12		Current Month		Current Month		Year to Date	
		Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Date	% of Flights	Months	% of Flights	H/(L) Pr Mth	% H/(L) Pr Mth	H/(L) Prior 6 mth Avg	% H/(L) Prior 6 mth Avg	H/(L) Prior Yr Ytd	% H/(L) Prior Yr Ytd
1	Guatemala City, Guat	40	33	26	34	28	52	45	47	57	50	53	58	111	42%	523	34%	5	9%	7	14%	53	91%
2	Honduras	27	17	26	38	38	51	44	34	40	40	37	29	66	25%	421	27%	(8)	(22%)	(12)	(29%)	28	74%
3	San Salvador, El Salv	7	4	8	13	8	9	10	20	14	9	11	12	23	9%	125	8%	1	9%	(0)	(1%)	13	130%
4	Colombia	24	21	17	11	9	7	5	5	5	4	6	7	13	5%	121	8%	1	17%	2	31%	(18)	(58%)
5	Ecuador	31	20	10	6	4	8	9	6	4	3	5	4	9	3%	110	7%	(1)	(20%)	(2)	(31%)	(39)	(81%)
6	Callao, Peru	4	8	6	5	3	11	4	4	3	2	2	3	5	2%	55	4%	1	50%	(1)	(31%)	0	0%
7	Morelia, Mexico	0	0	0	0	0	0	0	0	0	0	1	4	5	2%	5	0%	3	300%	4	2300%	5	n/a
8	Guadalajara, Mexico	0	0	0	0	0	0	0	0	0	0	0	4	4	1%	4	0%	4	n/a	4	n/a	4	n/a
9	Santo Domingo, DR	3	7	5	3	2	4	2	2	2	2	2	2	4	1%	36	2%	0	0%	(0)	(14%)	0	0%
10	Managua, Nicaragua	1	2	2	2	1	3	1	4	2	2	2	2	4	1%	24	2%	0	0%	(0)	(14%)	0	0%
11	Maiquetia, Venezuela	0	0	0	0	0	0	0	3	3	5	4	0	4	1%	15	1%	(4)	(100%)	(3)	(100%)	4	n/a
12	Mexico City, Mexico	0	0	0	0	0	0	0	0	0	0	0	2	2	1%	2	0%	2	n/a	2	n/a	2	n/a
13	Brazil	3	1	1	1	0	0	1	1	1	1	1	1	2	1%	12	1%	0	0%	0	20%	1	100%
14	Kingston, Jamaica	1	1	1	1	1	1	1	1	1	1	1	1	2	1%	12	1%	0	0%	0	0%	0	0%
15	Cuba	0	1	1	1	1	1	1	1	1	1	1	1	2	1%	11	1%	0	0%	0	0%	2	n/a
16	Port-au-Prince, Haiti	1	1	1	1	0	2	1	1	1	1	1	0	1	0%	11	1%	(1)	(100%)	(1)	(100%)	(1)	(50%)
17	Senegal	0	0	0	0	1	1	1	0	1	1	0	1	1	0%	6	0%	1	n/a	0	50%	1	n/a
18	Nigeria	0	0	0	1	0	0	1	0	0	0	0	1	1	0%	3	0%	1	n/a	1	500%	0	0%
19	Mauritania	0	0	0	0	1	0	0	0	1	1	1	0	1	0%	4	0%	(1)	(100%)	(1)	(100%)	0	0%
20	Seoul, South Korea	0	0	0	0	0	0	0	1	0	1	0	1	1	0%	3	0%	1	n/a	1	200%	1	n/a

*Continued on Next Page*

## ICE Air Removal Destination Cities YTD 2024 (2 of 2)

Removal Destination	Rolling 12 months												Year to		Last 12		Current Month		Current Month		Year to Date	
	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Date	% of Flights	Months	% of Flights	H/(L) Pr Mth	% H/(L) Pr Mth	H/(L) Prior 6 mth Avg	% H/(L) Prior 6 mth Avg	Prior Yr Ytd	% H/(L) Prior Yr Ytd
21 Amritsar, India	0	0	0	0	0	1	0	0	1	0	1	0	1	0%	3	0%	(1)	(100%)	(1)	(100%)	1	n/a
22 Kathmandu, Nepal	0	0	0	0	0	1	0	0	0	0	0	1	1	0%	2	0%	1	n/a	1	500%	1	n/a
23 Dhaka, Bangladesh	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	0%	1	n/a	1	n/a	1	n/a
24 N'Djamena, Chad	0	0	0	1	0	0	0	0	0	0	0	1	1	0%	2	0%	1	n/a	1	n/a	1	n/a
25 Cairo, Egypt	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	0%	1	n/a	1	n/a	1	n/a
26 Romania	0	0	0	0	0	0	0	0	0	0	1	0	1	0%	1	0%	(1)	(100%)	(0)	(100%)	1	n/a
27 Villahermosa, Mexico	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
28 Tapachula, Mexico	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
29 Queretaro, Mexico	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
30 Other	3	1	2	4	2	1	1	5	3	4	0	0	0	0%	26	2%	0	n/a	(2)	(100%)	(5)	(100%)
<b>31 Total</b>	<b>145</b>	<b>117</b>	<b>106</b>	<b>122</b>	<b>99</b>	<b>153</b>	<b>127</b>	<b>135</b>	<b>140</b>	<b>128</b>	<b>130</b>	<b>137</b>	<b>267</b>	<b>100%</b>	<b>1,539</b>	<b>100%</b>	<b>7</b>	<b>5%</b>	<b>2</b>	<b>1%</b>	<b>57</b>	<b>27%</b>
32 Mexico Total	0	0	0	0	0	0	0	0	0	0	1	10	11	0%	11	1%	9	900%	10	5900%	11	n/a
33 Africa Total	3	1	1	6	2	2	3	3	5	5	1	3	4	0%	36	2%	3	300%	1	26%	(2)	(29%)
34 # Week Days (non-Holiday)	23	20	22	22	20	23	20	22	21	20	21	20	41		254		(1)	(5%)	(1)	(6%)	1	3%

# ICE Air Removal Departure Cities YTD 2024

	<i>Rolling 12 months</i>													Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	H/(L) Pr Mth					% H/(L) Pr Mth	Prior 6 mth Avg	% H/(L) Pr Mth	Prior Yr Ytd	% H/(L) Pr Mth	
<b>1</b>	Harlingen, TX	26	20	17	19	18	30	30	26	26	29	56	35	91	34%	332	22%	(21)	(38%)	2	7%	34	60%
<b>2</b>	El Paso, TX	24	23	11	17	11	17	7	4	18	20	17	31	48	18%	200	13%	14	82%	17	124%	24	100%
<b>3</b>	Alexandria, LA	22	24	32	42	25	31	25	21	20	21	21	16	37	14%	300	19%	(5)	(24%)	(7)	(31%)	(3)	(8%)
<b>4</b>	Miss/McAllen/Edin, TX	5	0	2	0	7	28	24	32	43	32	8	18	26	10%	199	13%	10	125%	(10)	(35%)	8	44%
<b>5</b>	San Antonio, TX	1	0	3	5	8	3	3	0	6	7	10	11	21	8%	57	4%	1	10%	6	128%	21	n/a
<b>6</b>	Honduras	1	6	9	6	3	18	13	10	7	5	7	7	14	5%	92	6%	0	0%	(3)	(30%)	9	180%
<b>7</b>	Miami, FL	0	2	2	1	2	1	2	4	2	4	4	3	7	3%	27	2%	(1)	(25%)	0	6%	7	n/a
<b>8</b>	Laredo, TX	17	10	13	15	10	9	13	8	5	2	0	6	6	2%	108	7%	6	n/a	(0)	(3%)	2	50%
<b>9</b>	Brownsville, TX	0	0	0	0	0	0	0	0	0	0	2	0	2	1%	2	0%	(2)	(100%)	(0)	(100%)	2	n/a
<b>10</b>	Brazil	3	0	0	0	0	0	0	1	1	1	1	1	2	1%	8	1%	0	0%	0	50%	1	100%
<b>11</b>	Senegal	1	1	1	2	0	0	1	2	2	2	0	2	2	1%	14	1%	2	n/a	1	71%	0	0%
<b>12</b>	Yuma, AZ	0	0	0	0	0	0	0	0	0	0	0	2	2	1%	2	0%	2	n/a	2	n/a	2	n/a
<b>13</b>	Fort Worth, TX	0	0	0	0	0	0	1	0	1	1	2	0	2	1%	5	0%	(2)	(100%)	(1)	(100%)	2	n/a
<b>14</b>	Guam	0	0	0	0	1	0	0	0	0	0	0	2	2	1%	3	0%	2	n/a	2	n/a	2	n/a
<b>15</b>	San Salvador, El Salv	33	19	9	3	4	0	0	0	0	0	1	0	1	0%	69	4%	(1)	(100%)	(0)	(100%)	(44)	(98%)
<b>16</b>	Mauritania	0	0	0	0	1	0	0	0	1	1	0	1	1	0%	4	0%	1	n/a	1	200%	1	n/a
<b>17</b>	Nigeria	0	0	0	1	0	0	0	0	0	0	0	1	1	0%	2	0%	1	n/a	1	n/a	1	n/a
<b>18</b>	Honolulu, Hawaii	0	0	0	0	0	0	0	1	0	1	0	1	1	0%	3	0%	1	n/a	1	200%	1	n/a
<b>19</b>	Romania	0	0	0	0	0	0	0	0	0	0	1	0	1	0%	1	0%	(1)	(100%)	(0)	(100%)	1	n/a
<b>20</b>	Other	12	12	7	11	9	16	8	26	8	2	0	0	0	0%	111	7%	0	n/a	(10)	(100%)	(14)	(100%)
<b>21</b>	<b>Total</b>	<b>145</b>	<b>117</b>	<b>106</b>	<b>122</b>	<b>99</b>	<b>153</b>	<b>127</b>	<b>135</b>	<b>140</b>	<b>128</b>	<b>130</b>	<b>137</b>	<b>267</b>	<b>100%</b>	<b>1,539</b>	<b>100%</b>	<b>7</b>	<b>5%</b>	<b>2</b>	<b>1%</b>	<b>57</b>	<b>27%</b>
<b>22</b>	# Week Days (non-Holiday)	23	20	22	22	20	23	20	22	21	20	21	20	41		254		(1)	(5%)	(1)	(6%)	1	3%

# Total ICE Air Flights

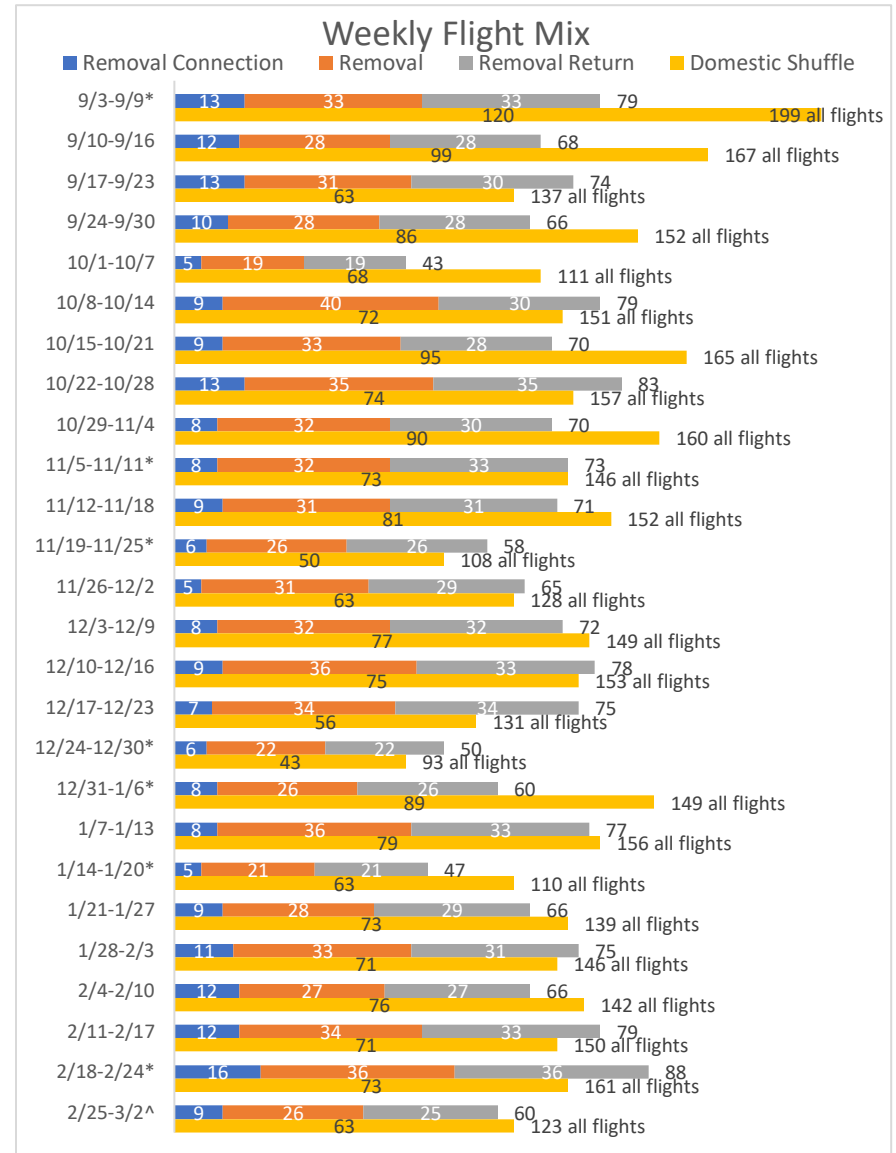
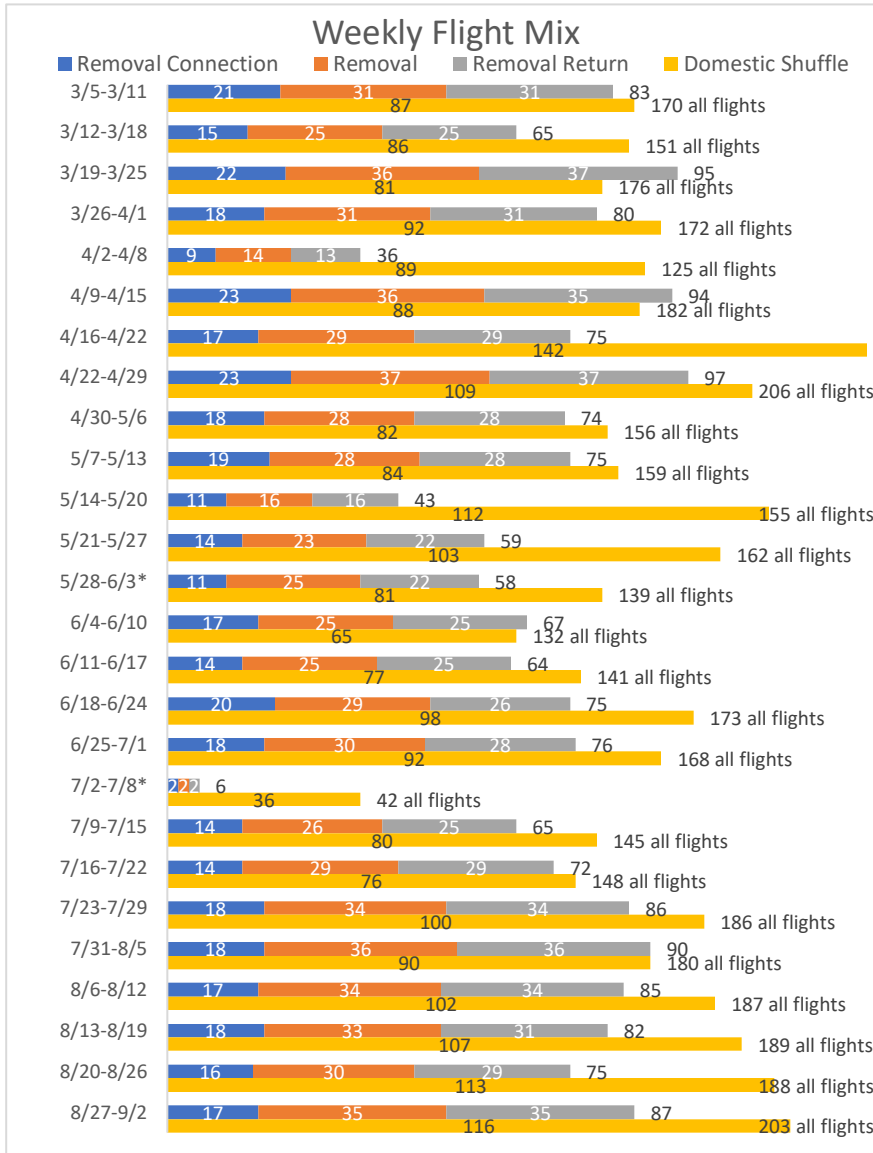
Flight Category	Pre-Biden		Ytd Average				Current Month				Flights since 01/21/21	
	Nov/Dec 2020	% of	Ytd	H/(L)	% H/(L)	% of	Current	H/(L)	% H/(L)	% of	Flights since 01/21/21	% of
	Mo Avg	Flights	Mo Avg	Pre-Biden	Pre-Biden	Flights	Month	Pre-Biden	Pre-Biden	Flights		Flights
1 Removal	83	23%	134	51	61%	21%	137	54	65%	22%	4,156	22%
2 Removal Connection	<u>56</u>	15%	<u>45</u>	<u>(11)</u>	(20%)	7%	<u>53</u>	(3)	(5%)	8%	<u>1,707</u>	8%
3 Total Outbound Removal	139	38%	179	40	28%	28%	190	51	37%	30%	5,863	30%
4 Removal Return	<u>72</u>	20%	<u>131</u>	<u>59</u>	83%	21%	<u>134</u>	63	87%	21%	<u>3,886</u>	21%
5 Total Removal Related	211	58%	309	99	47%	49%	324	114	54%	51%	9,749	51%
6 Domestic Shuffle	152	42%	326	175	115%	51%	307	156	103%	49%	13,417	49%
7 Total Flights	<b>362</b>	<b>100%</b>	<b>635</b>	<b>273</b>	<b>75%</b>	<b>100%</b>	<b>631</b>	<b>269</b>	<b>74%</b>	<b>100%</b>	<b>23,166</b>	<b>100%</b>
8 Total Domestic (Remove Connect + Shuffle)	<b>208</b>	<b>57%</b>	<b>371</b>	<b>164</b>	<b>79%</b>	<b>58%</b>	<b>360</b>	<b>153</b>	<b>73%</b>	<b>57%</b>	<b>15,124</b>	<b>57%</b>
9 # Week Days (non-Holiday)	21		21	(1)	(2%)		20	(1)	(5%)		788	

## ICE Air Removal Destination Cities

	Pre-Biden		Ytd Average				Current Month				Flights since	
	Nov/Dec	% of Flights	Ytd Mo Avg	H/(L)	% H/(L)	% of Flights	Current Month	H/(L)	% H/(L)	% of Flights	01/21/21	% of Flights
	2020 Mo Avg			Pre-Biden	Pre-Biden			Pre-Biden	Pre-Biden			
<b>Removal Destination</b>												
1 Guatemala City, Guat	13	16%	56	43	327%	42%	58	45	346%	42%	1,129	27%
2 Honduras	0	0%	33	33	n/a	25%	29	29	n/a	21%	959	23%
3 San Salvador, El Salv	12	14%	12	0	0%	9%	12	1	4%	9%	401	10%
4 Colombia	1	1%	7	6	550%	5%	7	6	600%	5%	350	8%
5 Port-au-Prince, Haiti	3	3%	1	(2)	(80%)	0%	0	(3)	(100%)	0%	264	6%
6 Ecuador	6	7%	5	(2)	(25%)	3%	4	(2)	(33%)	3%	251	6%
7 Villahermosa, Mexico	5	5%	0	(5)	(100%)	0%	0	(5)	(100%)	0%	109	3%
8 Santo Domingo, DR	2	2%	2	0	0%	1%	2	0	0%	1%	84	2%
9 Guadalajara, Mexico	9	11%	2	(7)	(78%)	1%	4	(5)	(56%)	3%	62	1%
10 Brazil	1	1%	1	1	100%	1%	1	1	100%	1%	79	2%
11 Callao, Peru	0	0%	3	3	n/a	2%	3	3	n/a	2%	75	2%
12 Mexico City, Mexico	9	11%	1	(8)	(89%)	1%	2	(7)	(78%)	1%	51	1%
13 Managua, Nicaragua	2	2%	2	1	33%	1%	2	1	33%	1%	70	2%
14 Tapachula, Mexico	0	0%	0	0	n/a	0%	0	0	n/a	0%	56	1%
15 Kingston, Jamaica	1	1%	1	0	0%	1%	1	0	0%	1%	38	1%
16 Morelia, Mexico	5	5%	3	(2)	(44%)	2%	4	(1)	(11%)	3%	25	1%
17 Queretaro, Mexico	8	10%	0	(8)	(100%)	0%	0	(8)	(100%)	0%	10	0%
18 Cap-Haitien, Haiti	0	0%	0	0	n/a	0%	0	0	n/a	0%	26	1%
19 Maiquetia, Venezuela	0	0%	2	2	n/a	1%	0	0	n/a	0%	15	0%
20 Puebla, Mexico	4	5%	0	(4)	(100%)	0%	0	(4)	(100%)	0%	4	0%
21 Cuba	1	1%	1	1	100%	1%	1	1	100%	1%	11	0%
22 Liberia	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	10	0%
23 Senegal	1	1%	1	0	0%	0%	1	1	100%	1%	6	0%
24 Nigeria	1	1%	1	0	0%	0%	1	1	100%	1%	6	0%
25 Mauritania	0	0%	1	1	n/a	0%	0	0	n/a	0%	5	0%
26 Kenya	0	0%	0	0	n/a	0%	0	0	n/a	0%	4	0%
27 Ghana	0	0%	0	0	n/a	0%	0	0	n/a	0%	5	0%
28 Angola	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	4	0%
29 Dem Rep of Congo	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	3	0%
30 Kathmandu, Nepal	0	0%	1	1	n/a	0%	1	1	n/a	1%	3	0%
31 Seoul, South Korea	0	0%	1	1	n/a	0%	1	1	n/a	1%	3	0%
32 Piarco, Trinidad	0	0%	0	0	n/a	0%	0	0	n/a	0%	2	0%
33 Other	2	2%	2	0	0%	1%	3	1	50%	2%	32	1%
<b>34 Total</b>	<b>83</b>	<b>100%</b>	<b>134</b>	<b>51</b>	<b>61%</b>	<b>100%</b>	<b>137</b>	<b>54</b>	<b>65%</b>	<b>100%</b>	<b>4,156</b>	<b>100%</b>
35 # Week Days (non-Holiday)	21		21	(1)	(2%)		20	(1)	(5%)		788	

# ICE Air Weekly Flight Mix - #

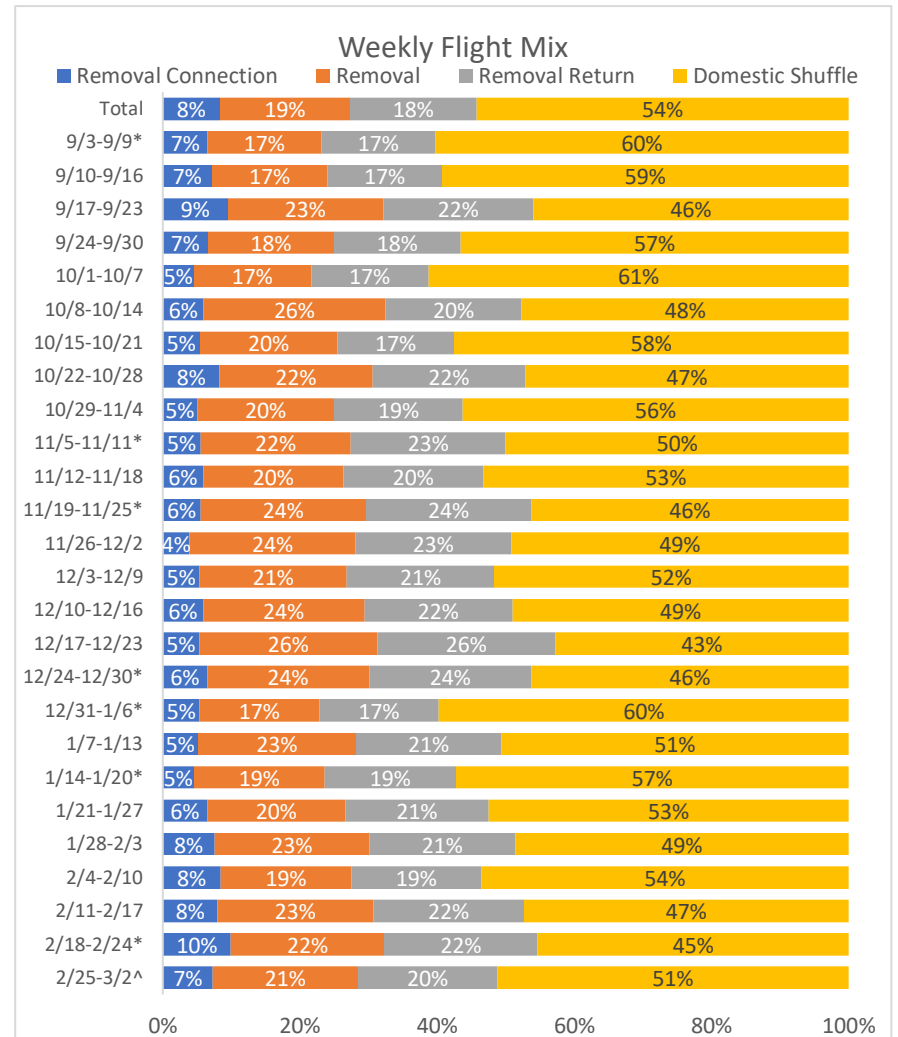
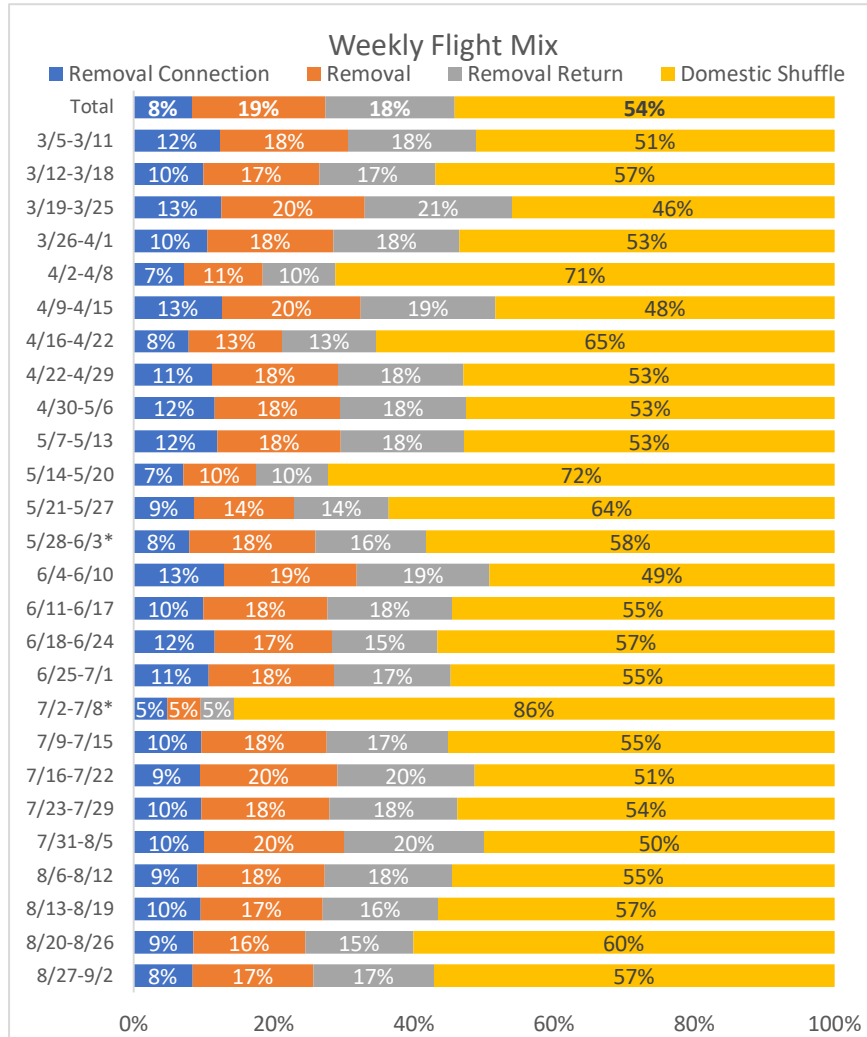
## Rolling 12 Months



^ short week  
\* Holiday

# Ice Air Weekly Flight Mix - %

## Rolling 12 Months



^ short week

\* Holiday



# ICE Air Domestic Last 6 months (Sep-Feb)

Departure City	Destination City												Total	% of Total
	Alexandria, LA	Harlingen, TX	Phoenix, AZ	El Paso, TX	Tucson, AZ	Laredo, TX	San Antonio, TX	San Diego, CA	Mission/McAllen/Edinburg, TX	Columbus, GA	Yuma, AZ	Other		
Alexandria, LA		146	75	6	5	3	63	13		12	9	60	<b>392</b>	18%
Phoenix, AZ	78	7		24	5	4	5	12			22	84	<b>241</b>	11%
San Antonio, TX	43	40	21	56	7	27		16	1	1	9	16	<b>237</b>	11%
Harlingen, TX	71		4	26	4	6	1	2	1		13		<b>225</b>	10%
Tucson, AZ	14	1		13		48	3	9	41	1	1	4	<b>135</b>	6%
El Paso, TX	12	2	25		14	3	6	6	16	2	10	23	<b>119</b>	5%
San Diego, CA	19	2	33	7	10	12	3		7		1	9	<b>103</b>	5%
Laredo, TX	13	2		3	48		1	11	1	1		5	<b>85</b>	4%
Mission/McAllen/Edinburg, TX		2	4	13	40	3	1	6				4	<b>73</b>	3%
Columbus, GA	43	8	3	1			3					2	<b>60</b>	3%
Miami, FL	11	4			1	1				27		8	<b>52</b>	2%
Other	126	12	58	44	1	7	26	24	3	3	0	189	<b>493</b>	22%
<b>Total</b>	<b>430</b>	<b>226</b>	<b>223</b>	<b>193</b>	<b>135</b>	<b>114</b>	<b>112</b>	<b>99</b>	<b>70</b>	<b>60</b>	<b>52</b>	<b>501</b>	<b>2,215</b>	100%
% of Total	19%	10%	10%	9%	6%	5%	5%	4%	3%	3%	2%	23%	100%	

# ICE Air Removals Last 6 months (Sep-Feb)

Departure City	Destination City											Total	% of Total	
	Guatemala City, Guatemala	Honduras	San Salvador, El Salvador	Colombia	Ecuador	Callao, Peru	Maiquetia, Venezuela	Managua, Nicaragua	Santo Domingo, Dominican Republic	Cuba	Kingston, Jamaica			Other
Harlingen, TX	75	79	40	8								0	202	25%
Mission/McAllen/Edinburg, TX	75	69	13									0	157	20%
Alexandria, LA	49	6	11	22			12	11	5		5	3	124	16%
El Paso, TX	84	2	2									9	97	12%
Honduras					31	18						0	49	6%
San Antonio, TX	1	36										0	37	5%
Laredo, TX	16	18										0	34	4%
Miami, FL							3		7	6	1	2	19	2%
Houston, TX	3	10		2								0	15	2%
Guatemala City, Guatemala			10				2					0	12	2%
Senegal												9	9	1%
Other	7	4	0	0	0	0	0	0	0	0	0	31	42	5%
<b>Total</b>	<b>310</b>	<b>224</b>	<b>76</b>	<b>32</b>	<b>31</b>	<b>18</b>	<b>15</b>	<b>13</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>54</b>	<b>797</b>	<b>100%</b>
% H(L)	39%	28%	10%	4%	4%	2%	2%	2%	2%	1%	1%	7%	100%	

# **Appendix**

## **Full Year 2023, 2022, 2021, and 2020**

## Total ICE Air Flights YTD 2023 – Removal and Domestic

Flight Category	<i>Rolling 12 months</i>												Year To Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L)	% H/(L)	Prior 6 mth Avg	% H/(L)	Prior Yr Ytd	% H/(L)
<b>1</b> Removal	83	127	145	117	106	122	99	153	127	135	140	128	1,482	18%	1,482	18%	(12)	(9%)	(1)	(1%)	66	5%
<b>2</b> Removal Connection Total Outbound	<u>41</u>	<u>70</u>	<u>87</u>	<u>72</u>	<u>65</u>	<u>77</u>	<u>53</u>	<u>78</u>	<u>51</u>	<u>37</u>	<u>34</u>	<u>31</u>	<u>696</u>	9%	<u>696</u>	9%	<u>(3)</u>	(9%)	<u>(24)</u>	(44%)	<u>218</u>	46%
<b>3</b> Removal	124	197	232	189	171	199	152	231	178	172	174	159	2,178	27%	2,178	27%	(15)	(9%)	(25)	(14%)	284	15%
<b>4</b> Removal Return	<u>80</u>	<u>122</u>	<u>146</u>	<u>116</u>	<u>102</u>	<u>117</u>	<u>98</u>	<u>149</u>	<u>127</u>	<u>120</u>	<u>137</u>	<u>125</u>	<u>1,439</u>	18%	<u>1,439</u>	18%	<u>(12)</u>	(9%)	<u>0</u>	0%	<u>138</u>	11%
<b>5</b> Total Removal Related	204	319	378	305	273	316	250	380	305	292	311	284	3,617	45%	3,617	45%	(27)	(9%)	(25)	(8%)	422	13%
<b>6</b> Domestic Shuffle	340	366	389	440	436	354	315	476	397	361	283	279	4,436	55%	4,436	55%	(4)	(1%)	(85)	(23%)	(349)	(7%)
<b>7</b> Total Flights	<b>544</b>	<b>685</b>	<b>767</b>	<b>745</b>	<b>709</b>	<b>670</b>	<b>565</b>	<b>856</b>	<b>702</b>	<b>653</b>	<b>594</b>	<b>563</b>	<b>8,053</b>	<b>100%</b>	<b>8,053</b>	<b>100%</b>	<b>(31)</b>	<b>(5%)</b>	<b>(110)</b>	<b>(16%)</b>	<b>73</b>	<b>1%</b>
<b>8</b> Total Domestic (Remove Connect + Shuffle)	<b>381</b>	<b>436</b>	<b>476</b>	<b>512</b>	<b>501</b>	<b>431</b>	<b>368</b>	<b>554</b>	<b>448</b>	<b>398</b>	<b>317</b>	<b>310</b>	<b>5,132</b>	<b>64%</b>	<b>5,132</b>	<b>64%</b>	<b>(7)</b>	<b>(2%)</b>	<b>(109)</b>	<b>(26%)</b>	<b>(131)</b>	<b>(2%)</b>
<b>9</b> # Week Days (non-Holiday)	21	19	23	20	22	22	20	23	20	22	21	20	253		253		(1)	(5%)	(1)	(6%)	1	0%

## ICE Air Removal Destination Cities YTD 2023 (1 of 2)

	Removal Destination	Rolling 12 months												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L)	% H/(L)	H/(L)	% H/(L)	Prior Yr	% H/(L)
1	Guatemala City, Guat	22	36	40	33	26	34	28	52	45	47	57	50	470	32%	470	32%	(7)	(12%)	6	14%	101	27%
2	Honduras	16	22	27	17	26	38	38	51	44	34	40	40	393	27%	393	27%	0	0%	(1)	(2%)	35	10%
3	Ecuador	20	28	31	20	10	6	4	8	9	6	4	3	149	10%	149	10%	(1)	(25%)	(3)	(51%)	115	338%
4	Colombia	9	22	24	21	17	11	9	7	5	5	5	4	139	9%	139	9%	(1)	(20%)	(3)	(43%)	(47)	(25%)
5	San Salvador, El Salv	6	4	7	4	8	13	8	9	10	20	14	9	112	8%	112	8%	(5)	(36%)	(3)	(27%)	(72)	(39%)
6	Callao, Peru	1	4	4	8	6	5	3	11	4	4	3	2	55	4%	55	4%	(1)	(33%)	(3)	(60%)	40	267%
7	Santo Domingo, DR	2	2	3	7	5	3	2	4	2	2	2	2	36	2%	36	2%	0	0%	(1)	(20%)	11	44%
8	Managua, Nicaragua	2	2	1	2	2	2	1	3	1	4	2	2	24	2%	24	2%	0	0%	(0)	(8%)	(1)	(4%)
9	Port-au-Prince, Haiti	1	1	1	1	1	1	0	2	1	1	1	1	12	1%	12	1%	0	0%	0	0%	(109)	(90%)
10	Kingston, Jamaica	1	1	1	1	1	1	1	1	1	1	1	1	12	1%	12	1%	0	0%	0	0%	0	0%
11	Brazil	1	0	3	1	1	1	0	0	1	1	1	1	11	1%	11	1%	0	0%	0	50%	(31)	(74%)
12	Maiquetia, Venezuela	0	0	0	0	0	0	0	0	0	3	3	5	11	1%	11	1%	2	67%	4	400%	11	n/a
13	Cuba	0	0	0	1	1	1	1	1	1	1	1	1	9	1%	9	1%	0	0%	0	0%	9	n/a
14	Liberia	1	1	1	0	0	1	0	1	0	0	1	0	6	0%	6	0%	(1)	(100%)	(1)	(100%)	2	50%
15	Senegal	0	0	0	0	0	0	1	1	1	0	1	1	5	0%	5	0%	0	0%	0	50%	5	n/a
16	Angola	0	0	1	0	1	0	0	0	0	1	0	1	4	0%	4	0%	1	n/a	1	500%	4	n/a
17	Mauritania	0	1	0	0	0	0	1	0	0	0	1	1	4	0%	4	0%	0	0%	1	200%	4	n/a
18	Kenya	0	0	0	0	0	2	0	0	0	1	0	0	3	0%	3	0%	0	n/a	(1)	(100%)	2	200%
19	Nigeria	0	1	0	0	0	1	0	0	1	0	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	1	50%
20	Ghana	0	1	0	0	0	0	0	0	0	0	1	0	2	0%	2	0%	(1)	(100%)	(0)	(100%)	(1)	(33%)

*Continued on Next Page*

## ICE Air Removal Destination Cities YTD 2023 (2 of 2)

Removal Destination	<i>Rolling 12 months</i>												Year to Date		Current Month		Current Month		Year to Date			
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec									H/(L)	% H/(L)
	Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month H/(L) Pr Mth	Current Month % H/(L) Pr Mth	Prior 6 mth Avg	Prior 6 mth Avg	Prior Yr Ytd	Prior Yr Ytd												
21 Dem Rep of Congo	0	0	1	0	0	0	0	0	0	1	0	0	2	0%	2	0%	0	n/a	(0)	(100%)	1	100%
22 Sant Is, Cape Verde	0	0	0	0	0	0	0	0	0	0	1	1	2	0%	2	0%	0	0%	1	500%	2	n/a
23 Amritsar, India	0	0	0	0	0	0	0	1	0	0	1	0	2	0%	2	0%	(1)	(100%)	(0)	(100%)	2	n/a
24 Conakry, Guinea	0	0	0	0	0	0	0	0	1	0	0	1	2	0%	2	0%	1	n/a	1	500%	2	n/a
25 Seoul, South Korea	0	0	0	0	0	0	0	0	0	1	0	1	2	0%	2	0%	1	n/a	1	500%	2	n/a
26 Tashkent, Uzbekistan	0	0	0	0	0	0	0	0	0	1	0	1	2	0%	2	0%	1	n/a	1	500%	2	n/a
27 Cote d'Ivoire	0	1	0	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
28 Phnom Penh, Cambo	0	0	0	0	0	0	1	0	0	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	0	0%
29 Gambia	1	0	0	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
30 Other	0	0	0	1	1	2	1	1	0	1	0	0	7	0%	7	0%	0	n/a	(1)	(100%)	(26)	(79%)
<b>31 Total</b>	<b>83</b>	<b>127</b>	<b>145</b>	<b>117</b>	<b>106</b>	<b>122</b>	<b>99</b>	<b>153</b>	<b>127</b>	<b>135</b>	<b>140</b>	<b>128</b>	<b>1,482</b>	<b>100%</b>	<b>1,482</b>	<b>100%</b>	<b>(12)</b>	<b>(9%)</b>	<b>(1)</b>	<b>(1%)</b>	<b>66</b>	<b>5%</b>
32 Mexico Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(17)	(100%)
33 Africa Total	2	5	3	1	1	6	2	2	3	3	5	5	38	0%	38	3%	0	0%	2	43%	20	111%
34 # Week Days (non-Holiday)	21	19	23	20	22	22	20	23	20	22	21	20	253		253		(1)	(5%)	(1)	(6%)	1	0%

## Total ICE Air Flights YTD 2022 – Removal and Domestic

Flight Category	<i>Rolling 12 months</i>												Year To Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L)	% H/(L)	Prior 6 mth Avg	% H/(L)	Prior Yr Ytd	% H/(L)
1 Removal	112	112	128	115	142	139	142	140	107	83	101	95	1,416	18%	1,416	18%	(6)	(6%)	(24)	(20%)	367	35%
2 Removal Connection	<u>33</u>	<u>28</u>	<u>45</u>	<u>47</u>	<u>77</u>	<u>42</u>	<u>45</u>	<u>35</u>	<u>24</u>	<u>28</u>	<u>37</u>	<u>37</u>	<u>478</u>	6%	<u>478</u>	6%	<u>0</u>	0%	<u>2</u>	5%	<u>(2)</u>	(0%)
3 Total Outbound Removal	145	140	173	162	219	181	187	175	131	111	138	132	1,894	24%	1,894	24%	(6)	(4%)	(22)	(14%)	365	24%
4 Removal Return	<u>104</u>	<u>104</u>	<u>124</u>	<u>110</u>	<u>138</u>	<u>129</u>	<u>122</u>	<u>112</u>	<u>97</u>	<u>82</u>	<u>93</u>	<u>86</u>	<u>1,301</u>	16%	<u>1,301</u>	16%	<u>(7)</u>	(8%)	<u>(20)</u>	(19%)	<u>365</u>	39%
5 Total Removal Related	249	244	297	272	357	310	309	287	228	193	231	218	3,195	40%	3,195	40%	(13)	(6%)	(42)	(16%)	730	30%
6 Domestic Shuffle	362	275	331	362	455	331	308	399	436	492	523	511	4,785	60%	4,785	60%	(12)	(2%)	96	23%	1,126	31%
7 Total Flights	<b>611</b>	<b>519</b>	<b>628</b>	<b>634</b>	<b>812</b>	<b>641</b>	<b>617</b>	<b>686</b>	<b>664</b>	<b>685</b>	<b>754</b>	<b>729</b>	<b>7,980</b>	<b>100%</b>	<b>7,980</b>	<b>100%</b>	<b>(25)</b>	<b>(3%)</b>	<b>55</b>	<b>8%</b>	<b>1,856</b>	<b>30%</b>
8 Total Domestic (Remove Connect + Shuffle)	<b>395</b>	<b>303</b>	<b>376</b>	<b>409</b>	<b>532</b>	<b>373</b>	<b>353</b>	<b>434</b>	<b>460</b>	<b>520</b>	<b>560</b>	<b>548</b>	<b>5,263</b>	<b>66%</b>	<b>5,263</b>	<b>66%</b>	<b>(12)</b>	<b>(2%)</b>	<b>98</b>	<b>22%</b>	<b>1,124</b>	<b>27%</b>
9 # Week Days (non-Holiday)	20	19	23	21	21	21	20	23	21	21	20	22	252		252		2	10%	1	5%	(2)	(1%)

## ICE Air Removal Destination Cities YTD 2022 (1 of 2)

	Removal Destination	Rolling 12 months												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L)	% H/(L)	H/(L)	% H/(L)	Prior Yr	% H/(L)
1	Guatemala City, Guat	23	34	41	27	32	44	46	29	25	20	26	22	369	26%	369	26%	(4)	(15%)	(10)	(31%)	185	101%
2	Honduras	27	34	34	31	30	39	36	32	28	22	23	22	358	25%	358	25%	(1)	(4%)	(8)	(27%)	209	140%
3	Colombia	2	2	10	18	21	17	19	23	22	20	17	15	186	13%	186	13%	(2)	(12%)	(5)	(24%)	174	1450%
4	San Salvador, El Salv	12	15	13	8	12	18	30	32	13	10	11	10	184	13%	184	13%	(1)	(9%)	(9)	(47%)	94	104%
5	Port-au-Prince, Haiti	32	13	10	17	36	6	2	3	1	0	0	1	121	9%	121	9%	1	n/a	(1)	(50%)	(11)	(8%)
6	Brazil	6	8	4	2	1	1	3	10	2	2	2	1	42	3%	42	3%	(1)	(50%)	(2)	(70%)	18	75%
7	Ecuador	1	1	0	1	1	2	1	1	3	2	8	13	34	2%	34	2%	5	63%	10	359%	(28)	(45%)
8	Santo Domingo, DR	2	2	2	2	2	3	2	2	2	2	2	2	25	2%	25	2%	0	0%	(0)	(8%)	4	19%
9	Managua, Nicaragua	2	2	2	2	1	3	2	2	2	2	2	3	25	2%	25	2%	1	50%	1	38%	7	39%
10	Callao, Peru	0	0	0	0	0	0	0	2	5	3	4	1	15	1%	15	1%	(3)	(75%)	(1)	(57%)	15	n/a
11	Kingston, Jamaica	1	0	2	1	1	1	1	1	1	0	2	1	12	1%	12	1%	(1)	(50%)	0	0%	0	0%
12	Guadalajara, Mexico	0	1	4	4	2	0	0	0	0	0	0	0	11	1%	11	1%	0	n/a	0	n/a	(41)	(79%)
13	Mexico City, Mexico	0	0	4	2	0	0	0	0	0	0	0	0	6	0%	6	0%	0	n/a	0	n/a	(43)	(88%)
14	Cap-Haitien, Haiti	4	0	0	0	0	0	0	0	0	0	0	0	4	0%	4	0%	0	n/a	0	n/a	(18)	(82%)
15	Liberia	0	0	1	0	1	1	0	1	0	0	0	0	4	0%	4	0%	0	n/a	(0)	(100%)	4	n/a
16	Ghana	0	0	0	0	1	0	0	1	0	0	0	1	3	0%	3	0%	1	n/a	1	500%	3	n/a
17	Nigeria	0	0	0	0	0	2	0	0	0	0	0	0	2	0%	2	0%	0	n/a	(0)	(100%)	2	n/a
18	Lungi, Sierra Leone	0	0	1	0	0	1	0	0	0	0	0	0	2	0%	2	0%	0	n/a	(0)	(100%)	2	n/a
19	Kenya	0	0	0	0	0	0	0	0	0	1	0	0	1	0%	1	0%	(1)	(100%)	(0)	(100%)	0	0%
20	Dem Rep of Congo	0	0	0	0	0	0	0	1	0	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a

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## ICE Air Removal Destination Cities YTD 2022 (2 of 2)

	<i>Rolling 12 months</i>																Current Month		Year to Date			
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec									Year to Date	% of Flights
<b>Removal Destination</b>																						
21 Vientiane, Laos	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a
22 Ouagadougou, Burk Fas	0	0	0	0	1	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
23 Juba, South Sudan	0	0	0	0	0	0	0	0	0	0	1	0	1	0%	1	0%	(1)	(100%)	(0)	(100%)	1	n/a
24 Punta Europa, Equ Guin	0	0	0	0	0	1	0	0	0	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a
25 Khartoum, Sudan	0	0	0	0	0	0	0	0	0	0	1	0	1	0%	1	0%	(1)	(100%)	(0)	(100%)	1	n/a
26 Phnom Penh, Cambodia	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a
27 Lome, Togo	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	0%	1	n/a	1	n/a	1	n/a
28 Dhaka, Bangladesh	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a
29 Tirana, Albania	0	0	0	0	0	0	0	0	0	0	1	0	1	0%	1	0%	(1)	(100%)	(0)	(100%)	1	n/a
30 Other	0	0	0	0	0	0	0	0	0	0	0	2	2	0%	2	0%	2	n/a	2	n/a	(219)	(99%)
<b>31 Total</b>	<b>112</b>	<b>112</b>	<b>128</b>	<b>115</b>	<b>142</b>	<b>139</b>	<b>142</b>	<b>140</b>	<b>107</b>	<b>83</b>	<b>101</b>	<b>95</b>	<b>1,416</b>	<b>100%</b>	<b>1,416</b>	<b>100%</b>	<b>(6)</b>	<b>(6%)</b>	<b>(24)</b>	<b>(20%)</b>	<b>367</b>	<b>35%</b>
32 Mexico Total	0	1	8	6	2	0	0	0	0	0	0	0	17	0%	17	1%	0	n/a	0	n/a	(298)	(95%)
33 Africa Total	0	0	2	0	3	5	0	3	0	0	3	2	18	0%	18	1%	(1)	(33%)	0	9%	15	500%
34 # Week Days (non-Holiday)	20	19	23	21	21	21	20	23	21	21	20	22	252		252		2	10%	1	5%	(2)	(1%)

## Total ICE Air Flights YTD 2021 – Removal and Domestic

Flight Category	<i>Rolling 12 months</i>												Year To Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L)	% H/(L)	Prior 6 mth Avg	Prior 6 mth Avg	H/(L) Prior Yr	% H/(L) Prior Yr
1 Removal	81	70	49	39	47	35	47	97	193	137	133	121	1,049	17%	1,049	17%	(12)	(9%)	14	13%	40	4%
2 Removal Connection	<u>52</u>	<u>50</u>	<u>35</u>	<u>26</u>	<u>22</u>	<u>20</u>	<u>28</u>	<u>52</u>	<u>50</u>	<u>54</u>	<u>50</u>	<u>41</u>	<u>480</u>	8%	<u>480</u>	8%	<u>(9)</u>	<u>(18%)</u>	<u>(1)</u>	<u>(3%)</u>	<u>(199)</u>	<u>(29%)</u>
3 Removal	133	120	84	65	69	55	75	149	243	191	183	162	1,529	25%	1,529	25%	(21)	(11%)	13	8%	(159)	(9%)
4 Removal Return	<u>71</u>	<u>61</u>	<u>43</u>	<u>32</u>	<u>35</u>	<u>29</u>	<u>38</u>	<u>86</u>	<u>174</u>	<u>126</u>	<u>126</u>	<u>115</u>	<u>936</u>	15%	<u>936</u>	15%	<u>(11)</u>	<u>(9%)</u>	<u>19</u>	19%	<u>4</u>	0%
5 Total Removal Related	204	181	127	97	104	84	113	235	417	317	309	277	2,465	40%	2,465	40%	(32)	(10%)	31	13%	(155)	(6%)
6 Domestic Shuffle	149	127	270	368	245	255	344	458	352	364	321	406	3,659	60%	3,659	60%	85	26%	57	16%	1,434	64%
7 Total Flights	<b>353</b>	<b>308</b>	<b>397</b>	<b>465</b>	<b>349</b>	<b>339</b>	<b>457</b>	<b>693</b>	<b>769</b>	<b>681</b>	<b>630</b>	<b>683</b>	<b>6,124</b>	<b>100%</b>	<b>6,124</b>	<b>100%</b>	<b>53</b>	<b>8%</b>	<b>88</b>	<b>15%</b>	<b>1,279</b>	<b>26%</b>
8 Total Domestic (Remove Connect + Shuffle)	<b>201</b>	<b>177</b>	<b>305</b>	<b>394</b>	<b>267</b>	<b>275</b>	<b>372</b>	<b>510</b>	<b>402</b>	<b>418</b>	<b>371</b>	<b>447</b>	<b>4,139</b>	<b>68%</b>	<b>4,139</b>	<b>68%</b>	<b>76</b>	<b>20%</b>	<b>56</b>	<b>14%</b>	<b>1,235</b>	<b>43%</b>
9 # Week Days (non-Holiday)	19	19	23	22	20	22	22	22	21	21	20	23	254		254		3	15%	2	8%	(1)	(0%)

## ICE Air Removal Destination Cities YTD 2021 (1 of 2)

	<i>Rolling 12 months</i>												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date		
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					Year to Date	% of Flights	H/(L)	% H/(L)	H/(L)	% H/(L)	Prior Yr
Removal Destination													Date	Flights	Months	Flights	Pr Mth	Pr Mth	Prior 6 mth Avg	Prior 6 mth Avg	Ytd	Ytd	
1	Guatemala City, Guat	7	6	5	3	5	3	5	10	34	37	43	26	184	18%	184	18%	(17)	(40%)	4	18%	(63)	(26%)
2	Honduras	8	5	8	9	11	8	10	14	20	12	14	30	149	14%	149	14%	16	114%	17	131%	(51)	(26%)
3	Port-au-Prince, Haiti	2	14	10	6	2	0	1	2	39	18	9	29	132	13%	132	13%	20	222%	18	152%	95	257%
4	Villahermosa, Mexico	4	2	2	4	5	4	4	20	22	20	20	5	112	11%	112	11%	(15)	(75%)	(10)	(67%)	75	203%
5	San Salvador, El Salv	12	10	4	3	4	4	4	4	11	11	14	9	90	9%	90	9%	(5)	(36%)	1	13%	(21)	(19%)
6	Ecuador	5	6	4	5	7	4	3	5	11	5	3	4	62	6%	62	6%	1	33%	(1)	(23%)	18	41%
7	Tapachula, Mexico	0	0	0	0	0	0	0	16	20	15	5	0	56	5%	56	5%	(5)	(100%)	(9)	(100%)	56	n/a
8	Guadalajara, Mexico	8	5	2	1	0	0	8	9	4	4	7	4	52	5%	52	5%	(3)	(43%)	(1)	(25%)	(20)	(28%)
9	Mexico City, Mexico	8	5	4	4	4	5	4	4	2	2	4	3	49	5%	49	5%	(1)	(25%)	(1)	(14%)	(24)	(33%)
10	Morelia, Mexico	4	4	1	0	0	0	0	4	2	2	4	2	23	2%	23	2%	(2)	(50%)	0	0%	0	0%
11	Cap-Haitien, Haiti	0	0	0	0	0	0	0	0	19	3	0	0	22	2%	22	2%	0	n/a	(4)	(100%)	22	n/a
12	Santo Domingo, DR	2	2	2	1	2	2	1	1	2	2	2	2	21	2%	21	2%	0	0%	0	20%	0	0%
13	Brazil	0	0	0	0	1	2	4	4	3	4	3	3	24	2%	24	2%	0	0%	(0)	(10%)	3	14%
14	Managua, Nicaragua	2	1	2	1	2	1	1	1	2	1	2	2	18	2%	18	2%	0	0%	1	50%	(1)	(5%)
15	Queretaro, Mexico	8	6	2	0	0	0	0	0	0	0	0	0	16	2%	16	2%	0	n/a	0	n/a	(17)	(52%)
16	Bogota, Colombia	1	1	1	1	1	1	0	2	1	0	2	1	12	1%	12	1%	(1)	(50%)	0	0%	0	0%
17	Kingston, Jamaica	1	1	1	1	1	1	1	1	1	1	1	1	12	1%	12	1%	0	0%	0	0%	1	9%
18	Puebla, Mexico	5	2	0	0	0	0	0	0	0	0	0	0	7	1%	7	1%	0	n/a	0	n/a	(12)	(63%)
19	Piarco, Trinidad	1	0	0	0	1	0	1	0	0	0	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	1	50%
20	Kenya	1	0	0	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	(1)	(50%)
21	Timehri, Guyana	0	0	0	0	1	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	(1)	(50%)

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## ICE Air Removal Destination Cities YTD 2021 (2 of 2)

Removal Destination	Rolling 12 months												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L)	% H/(L)	H/(L)	% H/(L)	Prior Yr	% H/(L)
<b>22</b> Gambia	1	0	0	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
<b>23</b> Vietnam	0	0	1	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
<b>24</b> Mauritania	1	0	0	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
<b>25</b> Callao, Peru	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(3)	(100%)
<b>26</b> Nassau, Bahamas	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)
<b>27</b> Dem Rep of Congo	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)
<b>28</b> Liberia	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)
<b>29</b> Cameroon	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)
<b>30</b> Guinea	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
<b>31</b> Panama City, Panama	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
<b>32</b> Cuba	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
<b>33</b> Sierra Leone	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
<b>34</b> Belize City, Belize	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
<b>35</b> Nigeria	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
<b>36</b> Argyle, Saint Vincent	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
<b>37</b> Cote d'Ivoire	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
<b>38</b> Ghana	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
<b>39</b> San Jose, Costa Rica	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
<b>40</b> Senegal	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
<b>41</b> Angola	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
<b>42</b> <b>Total</b>	<b>81</b>	<b>70</b>	<b>49</b>	<b>39</b>	<b>47</b>	<b>35</b>	<b>47</b>	<b>97</b>	<b>193</b>	<b>137</b>	<b>133</b>	<b>121</b>	<b>1,049</b>	<b>100%</b>	<b>1,049</b>	<b>100%</b>	<b>(12)</b>	<b>(9%)</b>	<b>14</b>	<b>13%</b>	<b>40</b>	<b>4%</b>
<b>43</b> Mexico Total	37	24	11	9	9	9	16	53	50	43	40	14	315	30%	315	30%	(26)	(65%)	(21)	(60%)	58	23%
<b>44</b> Africa Total	3	0	0	0	0	0	0	0	0	0	0	0	3	0%	3	0%	0	n/a	0	n/a	(12)	(80%)
<b>45</b> # Week Days (non-Holiday)	19	19	23	22	20	22	22	22	21	21	20	23	254		254		3	15%	2	8%	(1)	(0%)

## Total ICE Air Flights YTD 2020 – Removal and Domestic

Flight Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year to Date	% of Flights	Current Month		Current Month		Current Month	
															H/(L) Pr Mth	% H/(L) Pr Mth	H/(L) Pre-COVID Mth Avg	% H/(L) Pre-COVID Mth Avg	H/(L) In-COVID Mth Avg	% H/(L) In-COVID Mth Avg
<b>1</b> Removal	92	101	91	47	60	68	82	70	100	132	83	83	1,009	21%	0	0%	(17)	(17%)	3	4%
<b>2</b> Removal Connection	<u>61</u>	<u>66</u>	<u>51</u>	<u>37</u>	<u>49</u>	<u>45</u>	<u>61</u>	<u>53</u>	<u>68</u>	<u>76</u>	<u>51</u>	<u>61</u>	<u>679</u>	14%	<u>10</u>	20%	<u>(4)</u>	(6%)	<u>7</u>	12%
<b>3</b> Total Outbound Removal	153	167	142	84	109	113	143	123	168	208	134	144	1,688	35%	10	7%	(20)	(12%)	10	7%
<b>4</b> Removal Return	<u>88</u>	<u>93</u>	<u>83</u>	<u>44</u>	<u>57</u>	<u>69</u>	<u>82</u>	<u>67</u>	<u>90</u>	<u>116</u>	<u>73</u>	<u>70</u>	<u>932</u>	19%	<u>(3)</u>	(4%)	<u>(23)</u>	(25%)	<u>(4)</u>	(5%)
<b>5</b> Total Removal Related	241	260	225	128	166	182	225	190	258	324	207	214	2,620	54%	7	3%	(43)	(17%)	6	3%
<b>6</b> Domestic Shuffle	191	210	264	152	192	204	178	164	192	175	149	154	2,225	46%	5	3%	(57)	(27%)	(25)	(14%)
<b>7</b> Total Flights	<b>432</b>	<b>470</b>	<b>489</b>	<b>280</b>	<b>358</b>	<b>386</b>	<b>403</b>	<b>354</b>	<b>450</b>	<b>499</b>	<b>356</b>	<b>368</b>	<b>4,845</b>	<b>100%</b>	<b>12</b>	<b>3%</b>	<b>(100)</b>	<b>(21%)</b>	<b>(19)</b>	<b>(5%)</b>
<b>8</b> Total Domestic (Deport Connect + Shuffle)	<b>252</b>	<b>276</b>	<b>315</b>	<b>189</b>	<b>241</b>	<b>249</b>	<b>239</b>	<b>217</b>	<b>260</b>	<b>251</b>	<b>200</b>	<b>215</b>	<b>2,904</b>	<b>60%</b>	<b>15</b>	<b>8%</b>	<b>(61)</b>	<b>(22%)</b>	<b>(18)</b>	<b>(8%)</b>
<b>9</b> # Week Days (non-Holiday)	21	19	22	22	20	22	23	21	21	22	20	22	255		2	10%	2	10%	0	2%

Pre-COVID = Jan 1 to Mar 13  
 In-COVID = Mar 14 to Dec 31

## ICE Air Removal Destination Cities YTD 2020 (1 of 2)

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year to Date	% of Flights	Current Month		Current Month		Current Month	
																H/(L) Pr Mth	% H/(L) Pr Mth	H/(L) Pre-COVID	% H/(L) Pre-COVID	H/(L) In-COVID	% H/(L) In-COVID
<b>Removal Destination Cities</b>																					
<b>1</b>	Guatemala City, Guatemala	42	45	33	10	7	7	13	14	21	29	17	9	247	24%	(8)	(47%)	(34)	(79%)	(6)	(38%)
<b>2</b>	Honduras	27	24	19	18	23	19	18	14	15	23	0	0	200	20%	0	n/a	25	100%	(14)	(100%)
<b>3</b>	San Salvador, El Salvador	11	11	14	8	9	6	9	4	8	8	11	12	111	11%	1	9%	(0)	(3%)	4	43%
<b>4</b>	Mexico City, Mexico	0	0	0	0	8	12	10	8	9	8	8	10	73	7%	2	25%	10	n/a	2	30%
<b>5</b>	Guadalajara, Mexico	2	7	5	0	0	5	9	8	9	9	8	10	72	7%	2	25%	5	92%	4	61%
<b>6</b>	Ecuador	2	3	7	2	2	2	2	3	2	7	5	7	44	4%	2	40%	3	94%	3	90%
<b>7</b>	Villahermosa, Mexico	0	0	0	0	0	6	7	8	4	3	5	4	37	4%	(1)	(20%)	4	n/a	0	3%
<b>8</b>	Port-au-Prince, Haiti	2	2	2	2	2	2	2	3	3	12	3	2	37	4%	(1)	(33%)	0	0%	(1)	(41%)
<b>9</b>	Queretaro, Mexico	0	0	0	0	0	0	0	0	8	9	8	8	33	3%	0	0%	8	n/a	5	130%
<b>10</b>	Morelia, Mexico	0	0	0	0	0	0	3	4	3	4	5	4	23	2%	(1)	(20%)	4	n/a	2	65%
<b>11</b>	Santo Domingo, DR	2	2	1	2	2	2	2	2	0	2	2	2	21	2%	0	0%	0	0%	0	19%
<b>12</b>	Managua, Nicaragua	1	2	2	2	1	2	2	0	1	3	2	1	19	2%	(1)	(50%)	(1)	(38%)	(1)	(37%)
<b>13</b>	Puebla, Mexico	0	0	0	0	0	0	0	1	5	5	4	4	19	2%	0	0%	4	n/a	2	100%
<b>14</b>	Brazil	1	3	7	2	2	1	1	1	1	1	0	1	21	2%	1	n/a	(2)	(64%)	(0)	(32%)
<b>15</b>	Bogota, Colombia	1	1	1	0	2	1	1	0	2	1	1	1	12	1%	0	0%	0	25%	(0)	(5%)
<b>16</b>	Kingston, Jamaica	1	1	0	1	1	1	1	0	2	1	1	1	11	1%	0	0%	0	25%	0	6%
<b>17</b>	Callao, Peru	0	0	0	0	1	0	1	0	0	1	0	0	3	0%	0	n/a	0	n/a	(0)	(100%)
<b>18</b>	Cameroon	0	0	0	0	0	0	0	0	0	1	1	0	2	0%	(1)	(100%)	0	n/a	(0)	(100%)
<b>19</b>	Kenya	0	0	0	0	0	0	0	0	1	1	0	0	2	0%	0	n/a	0	n/a	(0)	(100%)
<b>20</b>	Liberia	0	0	0	0	0	0	0	0	1	0	0	1	2	0%	1	n/a	1	n/a	1	375%

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## ICE Air Removal Destination Cities YTD 2020 (2 of 2)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year to Date	% of Flights	Current Month		Current Month		Current Month													
															H/(L) Pr Mth	% H/(L) Pr Mth	H/(L) Pre-COVID Mth Avg	% H/(L) Pre-COVID Mth Avg	H/(L) In-COVID Mth Avg	% H/(L) In-COVID Mth Avg												
<b>Removal Destination Cities</b>																																
21	Dem Rep of Congo	0	0	0	0	0	0	0	0	0	1	1	0	2	0%	(1)	(100%)	0	n/a	(0)	(100%)											
22	Piarco, Trinidad	0	0	0	0	0	1	0	0	0	1	0	0	2	0%	0	n/a	0	n/a	(0)	(100%)											
23	Timehri, Guyana	0	0	0	0	0	0	0	0	1	0	0	1	2	0%	1	n/a	1	n/a	1	375%											
24	Nassau, Bahamas	0	0	0	0	0	1	0	0	0	1	0	0	2	0%	0	n/a	0	n/a	(0)	(100%)											
25	Senegal	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%											
26	Belize City, Belize	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)											
27	Sierra Leone	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%											
28	Panama City, Panama	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)											
29	Nigeria	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%											
30	Ghana	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)											
31	Angola	0	0	0	0	0	0	0	0	0	0	1	0	1	0%	(1)	(100%)	0	n/a	(0)	(100%)											
32	Cote d'Ivoire	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)											
33	Guinea	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%											
34	Argyle, Saint Vincent	0	0	0	0	0	0	1	0	0	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)											
35	San Jose, Costa Rica	0	0	0	0	0	0	0	0	0	1	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)											
36	Cuba	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%											
<b>37</b>	<b>Total</b>	<b>92</b>	<b>101</b>	<b>91</b>	<b>47</b>	<b>60</b>	<b>68</b>	<b>82</b>	<b>70</b>	<b>100</b>	<b>132</b>	<b>83</b>	<b>83</b>	<b>1,009</b>	<b>100%</b>	<b>0</b>	<b>0%</b>	<b>(17)</b>	<b>(17%)</b>	<b>3</b>	<b>4%</b>											
38	Mexico Total	2	7	5	0	8	23	29	29	38	38	38	40	257	25%	2	5%	35	669%	14	56%											
39	Africa Total	0	0	0	0	0	0	0	0	4	3	3	5	15	1%	2	67%	5	n/a	3	217%											
40	# Week Days (non-Holiday)	21	19	22	22	20	22	23	21	21	22	20	22	255		2	10%	2	10%	0	2%											

Pre-COVID = Jan 1 to Mar 13  
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